

# Hongkong Daily Press.

Registered as a Newspaper at the General  
Post Office in the United Kingdom.

No. 20,649 號九十四百六零萬二第 日六初月八年子甲 HONGKONG, THURSDAY, SEPTEMBER 4th, 1924 四拜禮 號四月九年三十國民華中 PRICE, \$3 PER MONTH

P.O. Box 623.





## DR. MACKENZIE'S INVALID STOUT

LIGHT PALATABLE AND  
HIGHLY NUTRITIOUS.

Proved by the Government Analyst's  
Examination to be **ABSOLUTELY PURE.**

Note our exceptionally Low Prices:

Per Case—8 dozen Pints, duty paid ... ..\$31.00  
Per Case—8 dozen Splits, " " " " \$20.50

SOLE AGENTS:

**GANDE, PRICE & Co., Ltd.,**

Wine and Spirit Merchants,

HONGKONG.

TELEPHONE C. 135.

## DAIRY FARM NEWS.

### FISH

SHIPMENTS JUST ARRIVED.

Canadian Salmon ... ..	60 cents per lb.
Haddock " " " "	60 " "
Kippers " " " "	50 " "
Fillets " " " "	55 " "

## CAMMELL LAIRD & Co., LTD.

Controlling THE LEEDS FORGE CO., NEWLY WHEEL CO., &c.

Birkenhead, Sheffield, Nottingham, Birmingham,  
Leeds, Penistons and London.

STEEL OR WOOD FREIGHT & COAL CARS

"FOX" { PRESSED STEEL TRUCKS  
AND  
CORRUGATED FURNACES.

13, PEKING ROAD, SHANGHAI.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

## VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It purifies out and expels from the vital current every particle of impure matter, curing blood and skin diseases, scurvy, and glandular swellings, bad legs, rheumatism, asthma, eczema, and other troubles, getting rid of the general health and vitality, and restoring the system to its normal state. It is a powerful purifier, and its action is rapid and reliable. It is a powerful purifier, and its action is rapid and reliable. It is a powerful purifier, and its action is rapid and reliable.

LIFE WITHOUT HEALTH IS LIVING DEATH.

**VETARZO BLOOD AND NERVE FOOD.**

**VETARZO REGULATORS.** Safe and Effective.

English Price 2s. 6d. (with remedy). The VETARZO BLOOD AND NERVE FOOD, and the VETARZO REGULATORS, are sold by all Chemists and Druggists.

## FLIES ON FOOD

It is well-known that Flies spread many Diseases through contaminating Food, Drinking Water, Cooking Utensils, etc., etc.

## SKETOCIDE

will keep your Kitchens and Rooms free from these Pests.

SKETOCIDE is a Pleasant Non-staining Non-poisonous Germicide, which not only kills Flies but is equally fatal to Mosquitoes, Ants, Sand Flies, and all other Insects.

## THE PHARMACY,

TEL. 345.

No. 22, QUEEN'S ROAD CENTRAL.

## NOTICE OF REMOVAL.

On or After 15TH SEPTEMBER, 1924, Our New  
Address is No. 17, CANTON ROAD.

## HANG LEE CYCLE CO.,

22, HAIHONG ROAD, KOWLOON.

Next to PALACE HOTEL.

Telephone  
K711.

Telephone  
K711.

## LIBERTY AND CON- STITUTIONALISM.

### MR. BALDWIN'S APPEAL

REPLY TO MR. LLOYD GEORGE.

Mr. Stanley Baldwin, M.P., was the principal speaker at a great Unionist demonstration at Belle Vue, Manchester, on July 28th.

Lord Derby, who presided, said they must do all in their power to perfect their organisation and to close their ranks. "But, at the same time, I think you know from what I have said on previous occasions that I am always anxious to see the door left open for those who may not be of the blue colour to which we belong, but yet have got most of their political sympathies with us at the present moment. Let us not attempt to have a party or a Government by compromise, but let us have a party with such a broad policy that those who might be opposed to us in the past will be willing to join with us now, recognising that in the future the chief fight, and the only fight, will be between Constitutionalism and Communism. There are in the ranks of our Liberal friends many who would not hesitate for one minute as to the side they would take, and would be prepared to range themselves on our side. While, therefore, in no way giving up any of our principles, to which we must hold firm, let us welcome all those who will give us assistance in the coming fight." (Cheers.)

Mr. Baldwin, who was received with loud cheers, said:—It is true, as Lord Derby said, that whatever may be said elsewhere, the issue at the next election will not be the issue of the tariff. The fight will be on the social programme which we laid down in the King's speech, and it will be on the development and increase of trade inside the Empire—(cheers)—and the safeguarding of such efficient industries at home as are suffering from unfair competition owing to the lower wages and longer hours in foreign countries. (Cheers.) The most extraordinary feature of this present Government is that not only have they done nothing to reduce unemployment, but they have made a point of going out of their way to do everything they can to increase it. (Hear, hear.) Here in Manchester you have had, or will have, some experience of what it means to abolish the McKenna duties in the reduction of demand that will follow for the makers of motor-car parts and accessories. Only in the last few days you may have seen how little regard the Government had for what may make for employment. There are six bills before the House of Commons for the laying down of electrical plant to increase the electrical supply in London and elsewhere. These bills have been examined. All the objections to them have been met. They have come down from the House of Lords; and what happened in the House of Commons? The supporters of the Government have blocked them night after night, and when the first came down for discussion it was only carried by the votes of our party. (Hear, hear.) Because they were unable to carry out the methods of electrification according to their own desire they were content to put off indefinitely works that might give almost immediate employment in these very skilled electrical trades and engineering trades where work is more wanted than in any other trades in the country. (Hear, hear.)

### IMPERIAL PREFERENCE.

It has not only been with regard to the McKenna Duties, it has been with regard to Preferences within the Empire that this Government has committed one of the greatest acts of folly that any Government has committed for years past. (Cheers.) I often wonder whether you in Lancashire can realise what you owe to the Preference that has been so freely given to this country in the Dominions. Lord Grey not long ago denied that any Dominion would tax itself merely to help to give us work at home. But that is exactly what Australia has done—(cheers)—for she not only puts taxes on goods to protect her own industries, but she puts taxes on goods she does not make to protect our industries entering Australia. (Cheers.) Take the trade in cotton-piece goods alone. They do not compete in Australia, but they raised their general tariff, which was only 5 per cent. to 15 per cent. for years ago, and they admit our goods free, with the result that that acts as a Preferential tariff in favour of Lancashire. In 1923, the last year of which I have the figures made up, the Australians took from you round about £10,000,000 worth of cotton-piece goods against a few hundred thousand that they had taken from all the other countries of the world. Such treatment as that to our great industries deserves at our hands more sympathy and consideration than has been shown them. And moreover, they passed an Act in Australia three years ago called the Industries Preservation Act, in which they safeguarded our British industries against the dumping of German goods, or any goods, into Australia, where depressed currency or poor labour conditions make it possible for them to compete unfairly with us. By that Act, when unfair competition is proved, the Australian Tariff Board is empowered to have as a special dumping duty the difference in prime cost between the articles manufactured in Great Britain and the articles manufactured with depreciated currencies. Now these great advantages are ours, and it is of the utmost importance to us that we maintain these advantages, because in these Dominion markets, alone in all the world, we have the power by friendly negotiation to obtain terms for our goods that no other country in the world will give us.

And what have this Government done? They first of all slapped the face of Australian opinion when they went back on what the last Government and the last Government but one did in proceeding with the Singapore Base for the protection of our Dominions in case of war.

And then they turned down, with the help of the Liberals, all the arrangements for some small compensating Preference which had been agreed upon at the Imperial Conference. The rejection of these moderate proposals was a slap in the face to their statesmen which they would not be human if they did not feel. Though, indeed, community of sentiment is the greatest bond all between us, yet the Dominions, as ourselves, have to provide as best they can for their people, and if we make it plain to them that in no circumstances are we prepared to help them or to meet them by entering into arrangements for the benefit of mutual trade the time must come inevitably when in the process of pursuing their own development they will be obliged to look to countries who will receive their proposals more favourably than the Mother Country. If that day ever does come, if the advantages which have been given to us, and which so many of our statesmen seem unable to appreciate, if the day comes when these privileges and advantages are withdrawn, this country, so far as the export trade is concerned, may as well begin to put up its shutters. And therefore it is that I lay down as one of the most important parts of the policy of the Conservative party, and of all those who will work with the Conservative party, that while there is still time we should make every arrangement within our power with the Dominions to keep all these advantages, which we have so forgotten, and to endeavour by every means in our power to extend them for the benefit of our own trade, and to help to secure for our own over-industrialised population markets and work which we cannot hope to find elsewhere. (Cheers.)

### THE INDIAN PROBLEM.

When I consider the Indian problem I am filled with grave misgivings. The situation in India is serious. The great reform scheme is on its trial, and its most ardent advocates must be to some extent disappointed at the way in which the reforms so freely granted by this generous people have become to a certain extent the sport of Indian politicians. And at a time like this we need more than ever a Government in this country experienced in administration, statesmanlike in its conceptions, sagacious and courageous. I fear that whatever the capacity of this Government they lack the experience, even the courage that may be required to deal with these problems.

I would take this opportunity of venturing to give a word of friendly warning to those many Indians in public life in their own country who, as members of the various legislative bodies, have done and are doing good and loyal service to King, Empire, and reform constitution. In the minds of many of their well-wishers, although we distinguish them from the extremists in India, we are apprehensive about their over-anxiety to attain further stages of reforms without concentrating on their real task, which is that of making the present stage of reform a success resting on stable foundations. They are co-trustees of the British people for the masses in British India, 80 per cent. of whom are dependent on the land of their native country, and incapable as yet of formulating their own political views, but desirous of retaining that justice and freedom which has been given them by the British Raj, and which their forefathers never enjoyed before that Raj was in being. A breakdown of the Indian administration, from whatever cause, political or economical, would be a tragedy to the peoples of India, and it would be disastrous to this country, and of all districts in this country to Lancashire more than any. The difficulty that I foresee is this: That the Labour party has a past association with the very elements in India that make for unrest and disorder, and that must weaken them if the time should come that they should have to insist on the maintenance of steady and national progress.

### LABOUR'S PROMISES.

No one can say that our party has not given fair play to the Labour Government. (Cheers.) There is nothing that the Labour party have done, or failed to do, which will stand in their way more than their failure to redeem the extravagant promises so liberally made during the last General Election. (Cheers.) The political future of any party in the long run depends on their keeping faith with the people of the country, and I hope and believe that the time will come when no party can ever again hope to be returned to power on nothing else than the extravagance of its promises. (Cheers.) I think we are entitled to claim, as a party, that we do keep, or try to keep, our pledges, and I may say that, while it is never desirable, nor always possible, to say when you are in Opposition how you will carry out your pledges when you are in power, I may say every one of the proposals which have been put forward before the country, either from the platform or in the King's Speech, have been subject of careful deliberation and exhaustive examination, and we have every intention of carrying them out, if and when we are returned to power. (Cheers.)

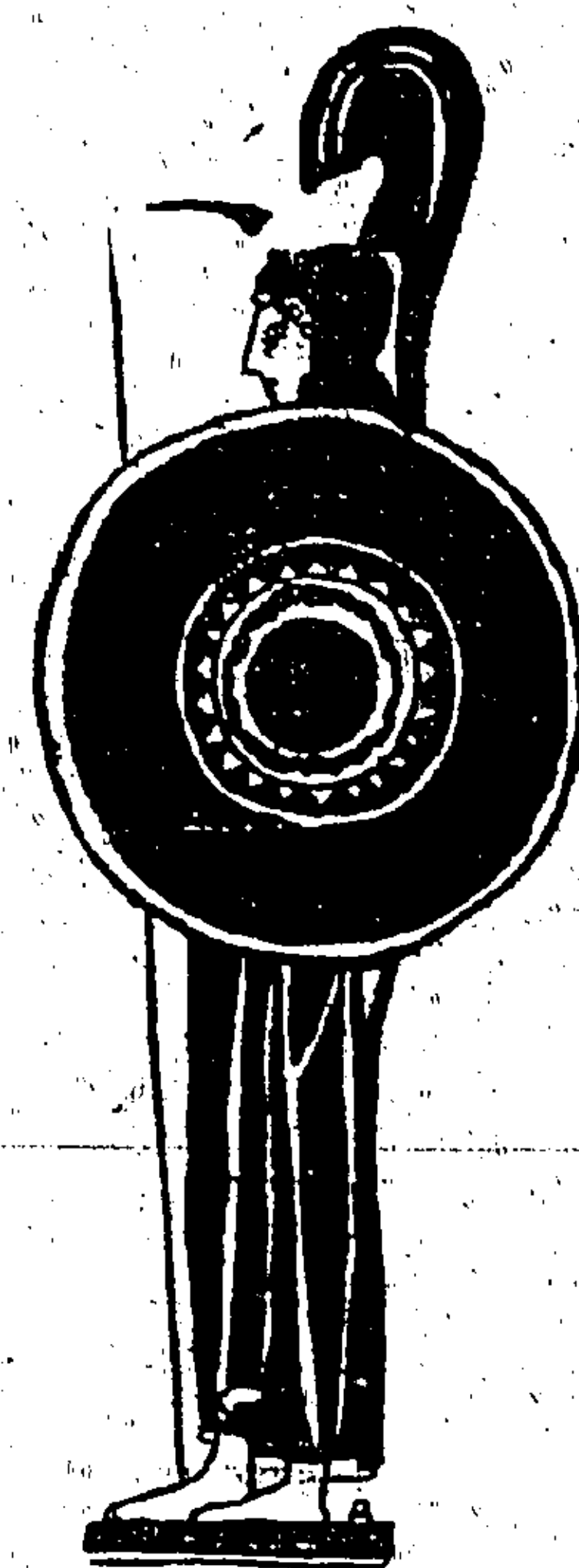
### MR. LLOYD GEORGE AND AMERICAN DEBT.

But while I am speaking to you of the prime importance of endeavouring to keep one's word, may I add this: Not only did the settlement of the American debt have a tremendous effect on American feeling toward us, but if it had not been for that settlement we should never have obtained American co-operation in the Dawes Report, and we should not have the Americans with us to-day in helping to settle the financial affairs of Europe. (Cheers.) However much you may argue about that settlement, however much you may say you wish something else had been done, remember this simple fact: we made a promise to pay, and when we were called upon to fulfil that promise there was only one course that an Englishman could take, and that was to keep his word. (Cheers.) It may be an act of unutterable folly to keep our word in face of the whole world, but I hope and believe that it is that peculiar

(Continued on next column.)

## MADAME FLINT

CHIC  
SUMMER  
FROCKS.



CHINA BUILDING, 1st FLOOR.

THE CINEMA SENSATION OF THE SCREEN IS HERE  
**VIRGINIA VALLI**

THE WORLD-FAMOUS ROMANCE & STAGE SUCCESS

## "A LADY OF QUALITY"

WITH MILTON SILLS & A TREMENDOUS SUPPORTING CAST.

A magnificent production of a glorious romance with a background of unexcelled splendour. A love story of the days when love was a passion, devotion—life itself. Was it so different from modern love? See this great romantic masterpiece—one of the most costly and magnificent pictures ever produced!

WEDNESDAY, 3rd, to SATURDAY, 6th,  
at 5.15 p.m. and 9.15 p.m.

ALSO

## "ITCHING PALMS"

AND  
OREGON TRAIL, Ep. 9 & 10  
at 2.15 & 7 p.m.

CHINA SUN CO.'S LATEST PRODUCTION—

THE PRESENCE OF THE HON. SECRETARY FOR CHINESE AFFAIRS  
AT THE OPENING OF THE FLOOD RELIEF BAZAAR  
WILL BE SHOWN AT ALL PERFORMANCES.

## WORLD THEATRE



After  
the Bathe

Drink a cup of Bovril  
on coming out of the  
water after a good swim.

It will fill you with a delightful  
warm satisfied feeling. It will  
stimulate the circulation, and  
diminish the risk of a chill. It  
will also give you more strength  
and energy for your next swim.

**BOVRIL**

kind of folly of which I shall always be guilty in public and in private. (Cheers.) And now I have only one more thing to say to you. The Conservative party of to-day feel that they have more than ever a great national responsibility. There is a positive welter of political parties; and in the present position it is difficult to get Government on those wide foundations and with that experience which we believe to be necessary for the health of the State. We have no sectional or narrow partisan or class policy. Our duty is to the nation as a whole and to the Empire as a whole; and on that broad basis we shall rejoice to have the co-operation of all who are animated by a similar spirit. I have said we will welcome such people as comrades in arms, and if they can co-operate whole-hearted-

ly with them. My object, and the object of my colleagues, is to gather together upon that firm foundation of the Conservative party all who believe in the maintenance of our Constitution and of our liberties to present to this country a healthy alternative to the present prevailing uncertainty and confusion in political life, and give to the whole Empire the assurance that the Mother Country is resolved to do her duty by the Dominions. I feel confident that whenever the appeal to the country is made such a party as ours, established on such a basis as I have tried to describe, will not make its appeal in vain. (Cheers.) Sir William Joynson-Hicks, who followed, said the reason why we paid our American debt was because we believe in common honesty.







## Tennis Flannels



White or White Striped Flannel and  
Gaberline Trousers ... \$12.50, \$16.50  
Blue or Brown Flannel Blazers, various  
shades ... \$25.00, \$27.50  
Cut and tailored to your individual requirements.

SHIRTS, SOCKS, BELTS, HATS, SHOES.

Mackintosh &amp; Co., Ltd.

MEN'S WEAR SPECIALISTS.

Alexander Building, Des Voeux Road.

"As good as really good cigarettes can be."

Obtainable at

Lane, Crawford, Ltd.,  
Tabaqueria Filipina,  
Gracoe Egyptian Tobacco Store,  
and all high class Tobacconists.  
At 95 cents per tin of 50.

**Kensitas**  
Cigarettes

Wholesale only:

DONNELLY &amp; WHYTE,

Distributors for Hongkong and South China.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS,  
HONGKONG.

ASK FOR  
**CONKLIN'S**  
FOUNTAIN PEN.

A Pen that never fails to give satisfactory Writing Service.

SOLE AGENTS:

THE WING ON CO., LTD.

YEE SANG FAT CO.



JUST TO HAND  
**LADIES' HATS**

Newest Parisian Fashion  
for the Autumn Season.

Take An Early Choice Now.

## LORD BALFOUR ON THE EMPIRE.

## THE PROBLEM OF ITS PRESERVATION.

The Earl of Balfour addressed the delegates to the Imperial Conference of Students which met on July 28th at the historic seat of the Earl and Countess of Sandwich at Hinchinbrooke.

Lord Balfour said: "Every phase of English civilisation seems represented in the dwelling which now dominates this interesting assembly, and surely there could not be a better setting, a more fitting framework for a gathering which seems to unite together the representatives of the rising generation in every one of those far separated regions in which the British Empire is embodied and British civilisation brings forth the best of its fruit."

"The business of people of my age," he continued, "is to get off the stage of life with what grace they can, and they are most certainly ill-advised if they try to teach the younger generation who must learn the lesson of life for themselves, and will learn it better if they are not lectured by people who are certainly their elders, but who are by no means their betters."

He had always claimed that the advantages of education were derived more from one's contemporaries than from one's teachers. He thought the students of our universities were well-advised to organise themselves together. They were living in a very happy period of life. The time of mere school learning was over; the full responsibilities which must come upon them later were only partly developed, and they could look and ought to look upon the problems of the present and the future with the eager eyes of curiosity and with an enjoyment which the hard experience of life might render somewhat less delightful. He did not believe that the problems which they would have to deal with were going to be any easier than those which had faced their predecessors.

There was one problem which deeply and profoundly concerned everyone of them. That was the problem of the British Empire. There had been no experiment in history so novel, so difficult and so important as the gradual moulding of the future of the sister States which made up that unique political fabric of the British Empire. A great and most successful effort at Empire building had been made by our brothers who shared our civilisation and laws and our speech in the United States. He was the last man to underestimate the magnitude of the task which had been set before the American Constitution and of their descendants who had made that Constitution the success they all knew it to be. He was saying nothing against their marvellous political sagacity to suggest that the problem we of the British Empire had to face was a more difficult problem than the one they had so successfully solved.

They had geography upon their side; we started at this moment with States fully equipped with all the organisation of separate nations, and, so far as organisation was concerned, they must inevitably remain separate nations, and the question we of the British Empire had to solve was how, under such unique difficulties, we could maintain, preserve, strengthen that community, that loyalty, one to another, that sense of the common interest, the common duties, the common privileges belonging to one great Empire upassisted by those constitutional supports and framework which the men who founded the United States were able to create and created, as he thought for all time, into the great country whose future they only perhaps dimly foresaw. Who was to carry out that great and difficult task? The responsibility rested upon those whom he was addressing.

To those who came from the Dominions he would say it was their business to keep alive the sense of a common origin and identical civilisation to feel that everything which had happened in this small island was their history. Their descendants must be brought up in the full, the unbroken, consciousness that they belonged to that great community, the British Empire, which existed, not merely for itself, not merely for its own greatness or glory or power, but as an instrument of peace, civilisation and good will for the whole of the world.

## OVERSEAS STUDENTS IN LONDON.

About sixty student delegates from the Overseas Universities on July 24th attending a conference arranged by the National Union of Students passed a very enjoyable evening at the Savoy Hotel. Waring at dinner at the Savoy, Lord Waring said that he regarded it as a great honour and privilege to be the host of representatives of the Overseas Universities who were over here to strengthen the bonds of fellowship between their universities and those of the Mother Country. He envied them their youth, and spoke of the great possibilities that lay before them in the great adventure of life. Quoting Disraeli, he said that the youth of the nation were the trustees for posterity, and with inflexibility of purpose and "Perseverantia Vincit" as their motto he had no doubt as to their ultimate success in reaching their goal. Lord Waring congratulated the National Union of Students on bringing about the conference, which had the worthy object of promoting a broad unity of thought and outlook amongst the young men and women who would shoulder the responsibilities of the future. He also congratulated them on having as the chairman of their Hospitality Committee, Sir Harry Brittain, with whom few could vie in intimate and personal knowledge of the British Empire, while he was quite incomparable for his joyousness of spirit, which was always infectious.

## TRAVELLING BY THE SIBERIAN ROUTE.

## WHERE THERE'S NOTHING TO DRINK BUT MILK.

## DEAR DINING CARS, CHEAP RUFFETS.

## PARIS THE HOLIDAY CITY.

The following account of a trip to Europe via the Siberian route will be found to contain many useful hints. The material is taken by the *Peking and Tientsin Times* from letters written by Mr. J. Kenneth Chatham, of Peking.

I thoroughly recommend the journey and thoroughly enjoyed every bit of it. I could have been here in fourteen days but I stopped off in Moscow 2 days and Berlin 2 days and Paris 1 day. There are absolutely no difficulties but if you have any friends you might tell them:

1. To write to the Hotel Modern, Harbin, about a week before leaving Tientsin and ask Mr. Davit to arrange for all necessary reservations. This is to ensure getting a berth on the train from Harbin to Manchuli and Manchuli to Chita.

2. Also write at least in time to catch the previous week's mail to the Hamburg Amerika Office in Moscow, asking them to reserve a berth on the Riga train which leaves Moscow at about 6 p.m.—one arrives in Moscow at about 5.30 a.m.—so that one can spend the day there looking around. One day is sufficient as Moscow is terribly expensive and is a place to get out of as quick as possible. If one does not write ahead, it will take two days to get the berth on the Riga train.

3. At Chita get hold of some other fellow, preferably a German because he will be able to make himself understood (there are lots of them on the train) and arrange with him for one to look after the baggage and the other make a dash with a porter to the ticket office and line up in the queue. There is a three-hours wait at Chita but it takes about two hours to get the tickets.

These are the only three points needed to make the trip really comfortable. As regards money there is no difficulty. For one person it is necessary to take \$200 Mex. to pay for the tickets, etc., to Harbin (this will leave a balance of \$50 for emergency) and Gold \$200 (i.e., about \$400 Mex.) in notes not in gold coin. If one can speak Russian it is better to buy Russian money in Manchuli where the exchange is 10 per cent. or more better, but this necessitates a trip in a "drosky" if one did not speak the language. I bought my money in Harbin through Davit. He, of course, made on the rate but that serves as a commission for his services. For one person buy 30 Chervonets which costs about Mex. \$300 (or Gold \$150), that is sufficient to take one from Harbin to Moscow. Buy only Chervonets, do not buy any Nickolai roubles, for nobody will take them in Russia. In Moscow one can use American gold notes everywhere. From Chita to Moscow costs about 10 Chervonets which is paid at the station, and then a further 8 Chervonets has to be paid on the train for travelling on the Wagon-Lits car. One cannot travel 2nd class in Russia. The Wagon-Lits cars are old but very comfortable, two bunks—good wide ones with spring mattresses—and a little wash place (only) between two compartments. The dining car on the train to Moscow is very bad, and very expensive, but one needn't use it. I had only one meal in there which cost me \$12 Mex. Take a kettle, an empty quart bottle, a knife and fork, a plate, and a cup and saucer. One can buy beautiful fresh farm produce at all the stations. The train stops about once every two hours during the day. Each day one passes a big station, such as Verde-Udinsk, Omsk, Taiga, Ekaterinberg, Baikal, where the train stops for 40 or 50 minutes and one can go into the buffet and buy good hot food, cutlets, a

cut from a good joint, with fried potatoes and good vegetables; a huge plate (enough for two) for a rouble (\$1 Mex.) so one can get one good meal a day at any rate. For the rest I bought milk, 5 coupecs a bottle (\$0.50 Mex.) beautiful stuff, hard boiled eggs which were a treat to eat after the rotten eggs one gets in China, good new bread, fresh creamy butter. Sufficient for one of these meals costs about 20 coupecs (or 20 cents Mex.).

## THROUGH EUROPE.

One can go from Moscow to Riga, and Riga on through Berlin and Flushing to London very comfortable 2nd class. If I was doing the trip again I would take an extra \$100 gold in case one should decide to stay off en route in Berlin. I liked Berlin very much. I put up at the Adlon (?) Hotel which is the best hotel I have ever seen or stayed in my life. It cost me gold marks 15 per day, a room with bathroom attached.

There are G.M. 18.50 to £1 so a mark is worth about 45 cents Mex. Berlin as a whole is about as expensive as London. At the end of 2nd day I came on via Cologne and the Ruhr to Paris, through Liege, Namur, Aix la Chapelle, Amiens.

In the War Area I expected to see all sorts of signs of the war, but I saw nothing, except that the houses all looked new, and now and then there was an old pill-box or a tumble down house which had been left. All the woods and trees had grown up again and the trench area was all under corn. The feeling in Germany is very bitter against France and the feeling here is very bitter against Germany. Britishers in Germany are treated kindly and with respect, but in France they do not exactly like us. The French Customs raised hell with me, but one can only grin and bear it. France has the right to be frightened because as sure as God made little apples Germany will eat her up if she got the chance so it is up to France to prevent her getting that chance. Everything in Germany is well organised—the trains are excellent, the porters at the Stations are energetic and civil. Everybody is working and they seem to have enough food and money to keep going. The mark is stabilised at 18.50 to the £. They use only the Renten mark. I should think that, given five years peace, Germany will be back to pre-war strength.

Paris was full, and it is absurdly cheap for us (referring to his wife and himself). One can get a dinner in a first class hotel, hors d'œuvre, soup, fish, joint, a bottle of wine, cigar and coffee for 70 to 80 francs, less than £1. The same meal in Moscow would cost about £5, in London £3 and in Berlin about £2 too. One can get a room in a moderate hotel for Francs 35 (i.e., about \$3.50 Mex. or 8s. 6d.) whereas in Moscow it costs £1 10s. London or Berlin 15s. One can buy a nice summer dress here for 160 francs (less than £2) shoes for about £1 to 30s. I expect to spend most of my leave in this country, one gets such a lot for one's money.

## CARRY YOUR OWN DRINKS.

By the way a roll of toilet paper is a necessity on the Siberian trip. Another necessity is a fly swatter, not that the flies in Siberia are many but one fly can make one's life a hell and a fly swatter will eradicate any pest of that kind. The baggage question is also very important. I was the only one with the correct weight (2 pounds is allowed, i.e., 72 lbs.), but up to 90 lbs. would probably pass unchallenged. I strongly recommend Japanese baskets as one has often to carry one's own luggage and they are also much easier handled in the compartment. Nearly all the people who took trunks either lost them or had heart failure at every big station thinking they were going to be chucked off the train. One fellow who had two pounds (72 pounds) overweight had to pay about 20 Chervonets, \$200 Mex., and the trouble he had was awful. If I came through again I would certainly pack a small Japanese basket with two bottles of whiskey, two of gin and one of Vermouth and a small phial of bitters; there were many of us who would have given 5 Mexicans for a whiskey and soda in a bucket. There is nothing to drink in Siberia except milk.

## SOLICITOR'S WIFE AS DEFENDENT.

## AN ALLEGED ILLEGAL SHED.

Mrs. W. B. Hind, of No. 4, Leys Building, Nathan Road, Kowloon, wife of Mr. W. B. Hind, solicitor, was the defendant in a summons preferred against her by the Public Works Department, at the Kowloon Magistracy, yesterday, for failing to remove an illegal shed at the rear of the premises.

The defendant did not appear in Court and his Worship (Mr. R. E. Lindell) adjourned the case for seven days.

In reply to the Magistrate, Mr. Roberts of the P.W.D. said the reason for summoning the wife and not the husband was that a summons had previously been served on the latter, who at the last moment returned it, saying that the house was in the hands of his wife. This was also substantiated by the landlord.

P.W.D. INSPECTORS BUSY.  
LONG LIST OF SUMMONSES AT KOWLOON.

A large number of P.W.D. summonses against defendants for breaches of the Building Ordinance came before Mr. R. E. Lindell at the Kowloon Magistracy yesterday.

For building houses not in accordance with plans, a man was fined \$10, and a like fine was imposed on another defendant for neglecting to provide proper drainage. For disobeying a Court order to remove building material from Crown land, another man was ordered to pay \$30.

THE INDIAN MURDER CASE.  
PETITION FOR THE REPRIEVE OF CONVICTED CHAUFFEUR.

A *Daily Press* representative was informed yesterday morning that a petition for the reprieve of Chain Din, the Indian chauffeur recently sentenced to death for the murder of his wife, is to be considered at a meeting of the Executive Council this morning.

The petition has been drafted by solicitors and counsel who defended the prisoner at his trial and it bears the signatures of a large proportion of the Indian community. Signatures of Sympathetic Europeans have not been obtained but there is a possibility of another petition being drafted, with a view to obtaining their signatures.

## ALLEGED ASSAULT ON BOARD SHIP.

## INDIAN GUARDS IN COURT.

Before Mr. E. W. Hamilton, sitting at the Central Magistracy yesterday, two Indian guards of the s.s. *Kwong Yung* were summoned for having, as alleged, assaulted a mechanic on the ship.

Mr. C. A. S. Russ, defending, asked for an adjournment, explaining that cross-summonses were being issued on his clients' behalf.

His Worship adjourned the case until next Monday.

## ALLEGED INFRINGEMENT OF COPYRIGHT.

## LOCAL BOOKSELLERS AT LAW.

Two adjourned summonses, brought by Messrs. Kelly and Welsh against Messrs. Brewer & Co., and the Commercial Press for alleged infringement of copyright, came before Mr. E. W. Hamilton at the Central Magistracy yesterday.

Mr. Leask, for the complainants, asked that the summonses against the Commercial Press might be withdrawn, as the matter had been settled, and His Worship agreed to this course. The other summons was adjourned till the 12th inst.

## A DEVIL DOCTOR AT FATSHAN.

The following is taken from the *Canton Gazette*:—  
A girl student in Fatshan was recently reported to have gone out of her mind suddenly. While at home she said all kinds of things and tore all her clothes. The relatives of the family told the terrified mother to try to get the assistance of a certain devil doctor named Chung to drive away the devil which has entered into the girl. The doctor was accordingly invited to perform his mystic rites. Soon after, the girl assumed the voice of a man and said that his name was Pong, a military officer killed in war, and that his spirit during its wandering had come to this place and seen this girl whom he should like to have as his wife, and now that the doctor was spoiling his plan he would go away if certain offerings be made to him. The mother complied and the girl is now reported already 80 per cent. normal. [Some particulars as to the "offerings" and who bagged them would have been interesting.—Ed., H.K.P.]

## COUNTY CRICKET CHAMPIONSHIP.

## FINAL POSITIONS, 1924 SEASON.

County	Played	Won	Lost	Tied	No. Points	Points Possible	Percentage
Yorkshire	30	16	2	2	115	88	76.52
Middlesex	28	11	3	4	100	80	60.00
Surrey	28	9	1	6	100	67	67.00
Lancashire	30	11	2	6	125	79	63.20
Kent	28	12	4	5	120	81	62.31
Nottinghamshire	28	9	3	4	115	64	55.83
Gloucestershire	28	9	7	6	115	64	55.83
Somerset	24	9	7	1	100	52	48.00
Warwickshire	20	7	6	2	80	51	49.00
Sussex	26	7	12	5	125	40	39.20
Leicestershire	26	7	12	4	125	42	35.00
Hampshire	28	5	10	4	100	35	35.00
Gloucestershire	22	5	11	2	115	34	29.56
Worcestershire	24	4	11	2	115	27	23.48
Essex	29	12	4	6	85	14	18.62
Northamptonshire	22	2	9	6	105	16	15.24
Derbyshire	24	0	13	4	4	0	0.00



# PIRACY REGULATIONS. ARE THEY VALID OUTSIDE THE WATERS OF THE COLONY?

FURTHER ARGUMENTS IN APPEAL COURT.

The case was continued in the Appeal Court yesterday in which the Sze Yap S.S. Company, Ltd., as owners of the s.s. *Tai Lee*, are appealing against the Magistrate's decision that the Company should forfeit its bond of \$3,000 in respect of certain breaches of the Anti-Piracy Regulations on January 21st last, when the ship was attacked by pirates off Weng-moon, resulting in the murder of Captain Wilcox.

The Hon. Mr. C. G. Alabaster, K.C., and Mr. S. Fitzroy represent the appellants and Mr. Eldon Potter, K.C., is appearing for the Crown, who are the respondents in the case.

Continuing his argument for the respondents yesterday, Mr. Potter quoted a case from the Australian Courts in which a shipowner was penalised for a breach of the Customs Regulations. It was provided that where a ship of any nationality came into an Australian port with liquor on board, the shipowner had the privilege of placing same in bond.

The liquor was placed under seal. If the ship left an Australian port and her next port of call was also an Australian port the seal had to remain intact. If the seal was broken when the ship again came into port an offence had been committed and it did not matter whether the breaking of the seal took place on the high seas or not. The result of that legislation was that a duty was imposed upon the shipowner not to disturb the seals put on in an Australian port. If they were disturbed when the ship came into another Australian port the offence was complete.

Counsel then referred to a case at Home in which it was laid down that no foreign ship should enter British ports unless a pilot was taken on board outside Territorial waters. Then what about the Passport Regulations, queried Mr. Potter? They involved foreigners all the world over and stated that certain things should be done before a foreigner entered the country. Likewise, ships from foreign ports had to produce a clean bill of health before they were allowed to enter British ports.

He submitted that the present case went considerably beyond anything he had placed before the Court. The civil contract demanded by the Ordinance was a perfectly competent contract for the shipowners and the Government to enter into. There was no suggestion from the other side that the Ordinance was invalid. Counsel went on to say that any legislation for the safeguarding of life and property of people journeying to and from the Colony was for the peace, order and good government of the Colony, and was therefore good legislation. If there were no such legislation and piracy was rampant the trade of the Colony with neighbouring ports would be in danger of destruction.

## STARTLING ASSERTION.

Mr. Potter asked their Lordships to say, firstly, that no duty was imposed on a person outside the Colony at all; secondly, that the real position was that they had to construe the terms of a contract which the Government was empowered to make with shipowners. The Attorney-General, Counsel said, was astounded, and no doubt their Lordships were startled, when they read that, according to Mr. Alabaster, "All the regulations made by the Governor in Council were null and void. The Ordinance had had the Royal Assent and by a clause in that Ordinance the Governor in Council was empowered to make the Regulations. If the Ordinance stated that Regulations were to be drawn up by the Hon. Captain Superintendent of Police, those Regulations would be just as valid as those approved by the Governor in Council; thirdly, Counsel asked their Lordships to say that if the Ordinance was repugnant to the Merchant Shipping Act it was up to Mr. Alabaster to show with which portion it was inconsistent. There were 738 sections, and he could not be expected to go through them all—though he had no doubt Mr. Alabaster had done so in the privacy of his chambers."

(Continued on next column.)

# LURE OF THE MING YUEN GARDENS. FOUR MEN WHO DO NOT WANT TO LEAVE.

Before Mr. E. W. Hamilton, sitting at the Central Magistracy yesterday, Mr. E. C. S. Brooks represented the complainants in an action brought by the present owners of the Ming Yuen Gardens. They wished, he said, to obtain an order for the eviction of four defendants forming a firm which had been carrying on a restaurant business in a portion of the Gardens.

Two of the defendants, represented by Mr. B. S. Corke, were present in Court, but the other two failed to appear. It was stated that the owners of the Gardens were anxious to be rid of the defendants, who were sub-tenants of a syndicate which had been ordered to quit by reason of non-payment of rent.

Mr. Corke said that his clients had paid their rent up to date and held a receipt.

Mr. Brooks said that the urgency of the case arose because there had been a certain amount of trouble. Recently the complainants had received a telephone message from the defendants, threatening them with stabbing if they persisted in their action for the eviction of the latter.

His Worship adjourned the hearing until this morning for the appearance of the other two defendants, announcing that he would consider the issue of warrants if they absented themselves again.

## CHAUFFEUR SUMMONED. ALLEGED JOY-RIDE IN HIS MASTER'S CAR.

A Chinese motor-car driver, lately employed as second chauffeur by Mr. Beith of Messrs. Jardine, Matheson & Co., Ltd., was summoned before Mr. E. W. Hamilton at the Central Magistracy yesterday for alleged misconduct under the Employers' and Servants' Ordinance.

Another Chinese, employed by Mr. Beith as No. 1 chauffeur, testified that at 3.45 a.m. on August 20th, the defendant took out a car belonging to his employer, though witness forbade him to do so. Defendant had two women in the car with him. He returned in about an hour.

Defendant denied having taken out the car on the occasion stated. He said that he had not been discharged by Mr. Beith, but had been given notice to leave by the No. 1 chauffeur. On the 2nd inst., Mr. Beith told him to take a car to the Tram Station, but the No. 1 driver afterwards ordered him not to do so, and took the car there himself.

The case was adjourned until next Saturday.

## ROBBER'S BIG HAUL.

\$1,000 FROM WEST POINT HOUSE.

A Chinese, who represented himself as an electric fitter, entered a house at No. 19, Ng Hon Road, West Point, on Tuesday night, and held up a woman who was the sole inmate at the time. He induced the woman to part with her keys and from a jewellery box he took money and jewellery valued at \$1,000.

Before leaving, the house the robber bound and gagged the woman.

Mr. Potter proceeded to deal with the point raised by Mr. Fitzroy on the previous day that an attack on a steamer in a narrow stream could not be termed a piracy, when his Lordship (the acting Chief Justice) said that this point had been carefully considered by the Bench since the previous day's hearing and their Lordships did not think Mr. Potter need argue it.

Mr. Alabaster briefly replied, stating that they did not claim that the Ordinance was *ultra vires*; they claimed that the three regulations which they had broken were *ultra vires*. He mentioned Sections 735 and 736 of the Merchant Shipping Act as supporting his contention.

Mr. Potter, in his concluding reply, said that the sections mentioned only went to show that a Colony was not empowered to enact laws repugnant to any Home Act adopted by a Colony, but they did not point out how the Piracy Regulations were repugnant. Those sections also empowered the Colony to abrogate the Merchant Shipping Act altogether.

DECISION RESERVED.

The Court adjourned *sine die*, their Lordships reserving their decisions.

# DAIRY FARM'S NEW ICE PLANT. PROMISE OF LARGER SUPPLY FOR THE COLONY.

In the sweltering heat of yesterday afternoon, a little group of residents made their way to an Ice Factory to see the new Ice Plant and Refrigerating Machinery at the East Point Installation of the Dairy Farm Co.

The Ice Plant, etc., were there, but alas, the ice itself was unseen and unfelt. Great machines, whose painted inscriptions announced them to be of formidable voltage, functioned obediently at the touch of trained experts, and a group of perspiring people looked on and wondered.

Illuminating facts concerning the new plant were contained in the inaugural speech made by Mr. A. D. Stewart, Chairman of the Company, and which was as follows:—

"Ladies and Gentlemen.—On behalf of the Dairy Farm Ice and Cold Storage Co., Ltd., I welcome you here this afternoon on an occasion which marks an important point in the development of the Company, namely, the starting up of our Ice Plant and Refrigerating Machinery at East Point.

The Directors and Management have long felt that the Colony's growth necessitated arrangements being made for a considerable increase in the Company's output of ice and Cold Storage accommodation, and it was found that this involved scrapping the old machines and building new and up to date premises. In March, 1923, we entered into a contract with the Hongkong Engineering and Construction Co., Ltd., to remove the old structure, and erect the up to date reinforced concrete building you now see. This building cost about \$270,000 and accommodates not only the new Ice Plant and Ice Tanks but also has on its top floor two sets of quarters for the Resident Engineers. Further, it provides us with 200,000 cu. ft. of extra refrigerating chambers for storing meats, butter, fruit, etc. We feel sure that with these additions the Colony's requirements in this respect should be fully and adequately taken care of for a number of years to come.

The Ice Plant consists of two 80 tons (refrigerating) York Machines, each driven by 180 h.p. motors and capable of turning out 80 tons of ice every 24 hours. We are now in a position to produce about 150 tons of ice per day, and also to provide about 400,000 cu. ft. of refrigerator space, divided into 18 stores for storing various kinds of foods, both for our own trade and the public.

Messrs. Anderson, Meyer & Co., Ltd., the local agents of the York Manufacturing Company, supplied all the machinery and rendered all possible assistance in the final testing and passing of the machinery. We have, connected with the new Plant, about 40 motors of various sizes representing about 535 h.p. and the whole plant will be run on current supplied by the Hongkong Electric Co., Ltd., to whom the Company's thanks are due for their assistance in the erecting and the wiring of the plant. The plant with the necessary accessories has cost the Company about \$450,000 making a total cost of \$720,000 for buildings and plant.

In spite of this enormous increase in our output, the Management have not overlooked the fact that Hongkong is still a growing Colony and, with this in view, provision has been made in this new building for further increasing the output of ice by 40 tons per day if necessary.

With these few remarks I have much pleasure in declaring the plant open and wish it and all those connected with it every success."

On the conclusion of the speech, the little gathering of visitors, which included Father Robert, Mr. R. M. Henderson of the Public Works Department, several gentlemen prominent in local business circles, and a few ladies, went to look at the water tanks on an upper storey.

Here also was a splendid miniature switchback, down which the completed blocks of ice are shot into the Cold Storage compartment. There was also an ingenious "clocking" device by which the ice-blocks registered their numbers as they passed through an opening into the cold chamber.

Altogether an admirable arrangement, but—oh, for blasted hopes—it was not at work, and there was no ice!

# THE CHINESE CLUB SWEEPSTAKE DISPUTE. ECHO OF THE 1923 HONGKONG DERBY.

A case of great interest is to be commenced in the Supreme Court on Monday next when Mr. Sydney Ng Quinn is to be the winner of the Chinese Club Derby Sweepstake, 1923 for libel.

The case is to be heard before the acting Chief Justice and a Special Jury and, as the defendant does not reside in the Colony, and as no defence has been entered, the proceedings will be *ex parte*.

It will be recalled that in June of 1923 protracted Arbitration proceedings took place regarding the ownership of the ticket. Mr. Chik Soong Ling of Shanghai and Mrs. Violet Chan (sister of Mr. Sydney Ng Quinn) of Hongkong both claimed the prize. A board of Chinese business and professional men sat for many days hearing evidence as to the circumstances under which the winning ticket No. 03068 was purchased. Mr. Chik Soong Ling alleged that on the day of the race Mr. Sydney Ng Quinn obtained the ticket from him in Shanghai under a pretext. Mrs. Violet Chan claimed that the ticket was purchased at a party at No. 5, Arbuthnot Road, Hongkong. A few days before the race the household at Arbuthnot Road moved to Robinson Road and the ticket could not be found on the day of the race.

In their Award the Arbitrators stated that they "accepted substantially the evidence of Mr. Chik Soong Ling and his witnesses and "entirely rejected" statements made on behalf of Mrs. Chan.

The next step in the long chain of events was in February of this year when the missing ticket was found at No. 5, Arbuthnot Road, torn in pieces with a quantity of other torn and "crumpled papers which had been used for packing curios into a box.

Immediately on the discovery of the ticket a claim was made on behalf of Mrs. Chan for the payment of the \$50,000, the amount of the first prize, which in the interval had been paid to Mr. Chik Soong Ling.

Libel proceedings were also instituted by Mr. Sydney Ng Quinn and the case has now been listed to come before the Court for hearing on Monday next.

## CORRESPONDENCE. TRAFFIC OBSTRUCTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Your action in publishing this will perhaps cause attention from the authorities concerned to the daily sprawling of private and public rickshaws coolies at the lower end of Ice House Street turning into Des Vaux Road.

Yesterday the rickshaws were two deep causing considerable annoyance to the pedestrians having to pass through that street to and from Queen's Road and Des Vaux Road. The rickshaws are all private owned and so there is no earthly reason why they should not be stationed in Chater Road, on Connaught Road, or somewhere around Statue Square out of the way. They are practically only used before and after office hours and so the removal will be a public service. Furthermore the three-in-one type of broker's rickshaw, as well as any other vehicle on wheels, could, with benefit, be prohibited from passing through the street at all. For those wishing to go to Queen's Road it is only a moment around by Pedder Street, or down by the Theatre; let there be at least one road the walker can use in Hongkong freely.

At the present an Indian or Chinese policeman sometimes clears the coolies away just as long as the guardian of the law is in view after which the coolies again scramble for places and settle for the rest of the day. Half-hearted measures are of no use whereas confinement of a few licences, after a first warning, would no doubt meet the case. The constant supervision of a foreign or Indian policeman also in this locality (not the policeman on duty in Queen's Road) would work wonders.—Your truly, "PEDESTRIAN."

# WEAR AERTEX UNDERWEAR.

WARMTH WITHOUT DISCOMFORT—  
COOLNESS WITHOUT CHILL.



ON REALLY HOT DAYS, WHEN THE  
COOLEST OF COOL DRINKS FAIL,  
AERTEX WILL KEEP YOU  
FRESH AND COOL.

IT IS THE UNUSUAL CONSTRUCTION  
OF AERTEX THAT GUARANTEES  
THIS COOLNESS. IT CONTAINS  
HUNDREDS OF TINY CELLS THAT  
FORM AN EFFECTIVE AIR-CIRCULATING  
SYSTEM WHICH COOLS THE  
TISSUES, CLEANSSES THE PORES,  
AND REFRESHES THE WHOLE OF  
YOUR SYSTEM.

1929 UNDER SHIRTS ... 6.00  
1929 TRUNK DRAWERS ... 6.00  
931 UNDER SHIRTS ... 3.50  
931 TRUNK DRAWERS ... 3.50

1929 COMBINATIONS ... 10.50  
THE IDEAL GARMENT FOR PRESENT WEAR.

1929 DAY SHIRTS ... 8.50 1929 TENNIS SHIRTS ... 9.50  
1700 DAY SHIRTS ... 6.00 1700 TENNIS SHIRTS ... 7.50

LANE, CRAWFORD, LTD.

# HOUBIGANT'S QUELQUES FLEURS PERFUME AND CREME EN BEAUTE.

We have Just Received a Fresh Supply of the above—  
place Your Order Early to avoid disappointment.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

# COLUMBIA NEW-PROCESS RECORDS

"MEANDERINGS OF MONTY"

3313 POLITICS—AND THAT SORT OF THING.  
YOU KNOW WHAT I MEAN!  
3323 THE NEAR EAST—AND THAT SORT OF THING.  
THE GENERAL OUTLOOK—AND THAT SORT OF THING.

ANDERSON'S.

Wm Powell Ltd  
Phone 4578

# CRETONNES for LOOSE COVERS.

Economy is their virtue—because they wash well and will not fade, thereby loosing none of their attractiveness, even after years of good service.

We do not claim to have the largest stock, but by careful selection in choosing we can offer a wealth of beautiful designs to coincide with any furnishing scheme.

CALL, WRITE or TELEPHONE.

Full Sets of Patterns Always Available.



## NEW ADVERTISEMENTS

GREEN ISLAND CEMENT CO., LTD.  
NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share on the Old Shares (Fully Paid) and Three cents (3 cents) per Share on the New Shares (\$1.00 Paid) has been declared for the Half Year ending 30th June, 1924.

Such Interim Dividend will be payable on and after TUESDAY, the 23rd SEPTEMBER, at the Office of the Company, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Company will be CLOSED from the 13th SEPTEMBER, 1924, until the 23rd SEPTEMBER, 1924 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 3rd September, 1924. [1220]

"GLEN" LINE, LIMITED.  
NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

## THE Motor Vessel

## "GLENOGLE"

Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 8th September, 1924, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goldard and Douglas, on 8th Sept., 1924, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-signed by JARDINE, MATHESON & Co., Ltd., Agents.  
Hongkong, 2nd September, 1924. [1219]

## NOTICE TO CONSIGNEES.

## ELLERMAN LINE.

FROM UNITED KINGDOM AND CONTINENT.

## THE Steamship

"CITY OF GLASGOW" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th September, 1924, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before 15th September, 1924, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by THE BANK LINE, LTD., General Agents.  
Hongkong, September 2nd, 1924. [1218]

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Company's Steamer are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 2nd September.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesday or Friday, between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 8th September, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 22nd September, or they will not be recognised.

No Fire Insurance will be effected.

## HUTTENFELD &amp; SWIRE

Agents.

Hongkong, 2nd September, 1924. [1217]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Month of JULY to SEPTEMBER, from Hongkong to Fookow (Pagoda Anchorage) and Return, Calling at SWATOW and AMOI on both the Upward and Downward Voyages, by the Company's New, Fast, Well-appointed Steamer "HAINING" at the Reduced Rate of \$90, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Fookow. Duration of Stay at Fookow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from PAGODA ANCHORAGE to Fookow City if required.

For further Particulars and Dates of Sailing, Apply to  
DOUGLAS LAFFRAK & Co.,  
General Managers,  
DOUGLAS STEAMSHIP CO., LTD.  
Hongkong, 17th June, 1924. [1208]

## INTIMATIONS

## HONGKONG JOCKEY CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Club will be held in the Board Room of Messrs. JARDINE, MATHESON & Co., Ltd., on FRIDAY, SEPTEMBER 12th, 1924, at 3.30 p.m., for the purpose of confirming the Resolutions passed at an Extraordinary General Meeting held on 14th August.

By Order,  
C. B. BROWN,  
Secretary.  
Hongkong, August 28th, 1924. [1184]

## HONGKONG CLUB.

## NOTICE.

THE FOURTH YEARLY DRAWING of 50 DEBENTURES (1923 June—\$500 each) of the HONGKONG CLUB, Payable on TUESDAY, the 30th SEPTEMBER, 1924, will be held in the Club House at 11 o'clock a.m. on MONDAY, the 8th SEPTEMBER, 1924. Bidders of Debentures are invited to attend the Drawing.

By Order,  
T. A. ROBERTSON, Lt.-Col.,  
Secretary.  
Hongkong, 28th August, 1924. [1191]

## HONGKONG REALTY AND TRUST CO., LTD.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS of HONGKONG REALTY AND TRUST COMPANY, LIMITED, will be held at the Hongkong Hotel, Pedder Street, Hongkong, on WEDNESDAY, the 10th day of SEPTEMBER, 1924, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Fifteen Months ended the 30th June, 1924; confirming the appointment of Directors, and re-electing Directors and the Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 3rd of September, 1924, until WEDNESDAY, the 10th day of September, 1924, both days inclusive.

By Order of the Board,  
PERCY H. SUECKLING,  
Acting Secretary.  
Hongkong, 28th August, 1924. [1201]

## HONGKONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the FIFTH EXTRA RACE MEETING to be held on SATURDAY, 13th, and MONDAY, 15th OCTOBER, 1924 (weather permitting), may be obtained at the RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES.

Entries Close on 27th September, 1924. [1195]

## PUBLIC AUCTION.

THE Underigned have received instructions To Sell by Public Auction

on

TUESDAY, WEDNESDAY &amp; THURSDAY,

the 2nd, 3rd and 4th SEPTEMBER, 1924,

at H.M. NAVAL YARD, Hongkong and

at Kowloon Naval Yard.

Commencing Each Day at 9.30 a.m.

with an interval from 12

Noon to 1.30 p.m.

OLD AND SURPLUS NAVAL

STORES, &amp;c.

Comprising—

Ironmongery, Dismantling, Whalers, Cutters,

Gigs, Electrical and Wireless Telegraphy

Fittings, Electric Cable, Cooking Stoves, Ships

Fittings, Iron Beds, Mattresses and Fittings,

Life Rafts, Carrels, Rugs, Mats, Pillows,

Counters, Blankets, Sheets, Canvas, India

Rubber and Metallic Hoses, Old Cordage, Can-

vas Bags, Old India Rubber, Old Leather, Old

Woolen and Linen Rags, Old Asbestos, Old

Cork, Old Iron and Steel, Old Brass, Copper,

Lead, Zinc and Gun Metal, Copper and Brass

Tubes, Coal Sacks, Wood and Iron Blocks,

Lamps and Lanterns, Ganges, Steel Tubes,

Old Steel Wire Rope, Mineral Oil, Riggering

Chain, Chain Cable and Gear, Drilling Machines,

Oil, Paint and Paint Ingredients, Lathes, Power

Driven Saws, Pumps and Outfit Engines,

Scales, Compasses, Clocks, Iron Drums, Old

Casks, Smith's Forges, Air Compressors, Masts

and Spars, Table Fans, Boats Sails, &amp;c., &amp;c.

Lots may be inspected on MONDAY, the

1st SEPTEMBER, 1924.

ALSO SALES OF

OLD AND SURPLUS VICTUALLING

STORES.

Comprising—

Table Linen, Implements, Serge, Flannel,

&amp;c., Remnants, Sundry Articles of Mess and

Table Gear and Clothing (including Electro

Plated Gear), Condensed Provisions for

Poultry Feeding, &amp;c.

Terms of Sale—As detailed in Catalogue.

HUGHES &amp; HUGHES, LTD.,

By Appointment Auctioneers to the Admiralty.

Hongkong, 28th July, 1924. [1187]

## THE CORONET'S

offer to its patrons:

A Great Picture at

Ordinary Prices.

## HUMORESQUE

as pathetic as

"The Miracle Man"

as humorous as

"Potash and Perimutter"

with Special Musical Setting

To-day, at 2.30, 5.15, 7.15 &amp; 9.15.

## -INTIMATIONS-

## DEWAR'S

THE SPIRIT OF  
INSPIRATION.

Inspiration is the source of all things worth while; the charm of literature, the glory of art, the appeal of music and the wonder of science. Inspiration finds expression in many ways but never more happily than in the inspired blending of

## DEWAR'S.

## Dewar's "White Label" and

## "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

## SOLE AGENTS:

## A. S. WATSON &amp; CO., LTD.,

Wine and Spirit Merchants.

ESTABLISHED 1841.

## BIRTHS.

JORDAIN.—At the Government Civil Hospital on September 3rd, to Mr. and Mrs. S. J. JORDAIN, a daughter. [1222]

PERRY.—On September 3rd, at No. 7, The "Peak," to Mr. and Mrs. S. S. PERRY, a daughter. [1221]

Hongkong Office: 14, Chater Road.  
London Office: 131, Fleet Street, E.C.

## The Daily Press.

HONGKONG, SEPTEMBER 4TH, 1924.

## CHINA AND THE LEAGUE OF NATIONS.

It has possibly come as a surprise to many foreigners living in China to learn from a cable published yesterday that there is a Chinese public interest in the League of Nations to such a degree as to command what appears to have been a unanimous vote in the Lower House of Parliament in Peking for a resolution declaring that China will withdraw from the League of Nations if at the coming annual election of officers her representative is not elected one of the members of the Council. From the League's formation, we believe, until last year a representative of China had the honour of being elected one of the six non-permanent members of the Council of the League. Last year the voting, which is by secret ballot, displaced China; Czechoslovakia getting elected in her stead. The majority required for the election of a State is 24. China secured only 10 votes, while Uruguay, the State at the head of the list, obtained 40 votes, and Czechoslovakia 30. The Chinese Delegation, it will be remembered, issued a statement at Geneva after the election to the effect that the Assembly by its vote had not respected the principle of geographical representation, which was adhered to by the three former Assemblies. China, the statement said, feared that the disregard

of this principle would have the effect of discouraging distant States, which had contributed to the League materially and morally in so generous and disinterested a manner. Allusion was made to the fact that China contributes to the upkeep of the League over a million gold francs a year, and the protest concluded by expressing the hope that the diminution of interest in the League which would inevitably result from a departure from the principle of geographical representation would not result in a temporary, or, may be, permanent withdrawal. The protest was of no avail at that time to alter the vote of the Assembly; but, now as the time for these annual elections recurs, we see a Bill backed by 192 members introduced into the Parliament at Peking which would force the Government to withdraw from the League of Nations if China fails to regain her seat on the Council which she lost last year. This Bill, which we can well believe is not without Government inspiration, was introduced a fortnight ago, so that there was time for a cable summary of it to reach Geneva before the Assembly opened. In the preamble of the Bill the story of last year's grievance is fully set forth. It is pointed out that, on the last Council, of the six non-permanent members, four represent Europe, and two South America. There is no representation of Asia (Japan, it may here be said, is one of the permanent members of the Council. It is asserted in the preamble of the Bill that China has received "nothing but insult from the other nations in the League, in return for the \$340,000 (gold) which she pays every year as her membership fee." Of course, a representation of this kind is well calculated to command a unanimous vote in the Peking Parliament, but to what extent it will influence the voting at Geneva remains to be seen. It certainly seems to have had some effect, for a cable published yesterday showed that China has secured recognition in the election of the six Vice-Presidents. If China's request for a reduction of her contribution to the expenses is also conceded, as seems likely, it should certainly serve to neutralise the clamour expressed by the resolution passed by the Peking Parliament this week. China's withdrawal from the League would obviously be deplorable, but while China remains in the state of political chaos that makes her name a by-word among the nations of the world, it must seem somewhat ludicrous to the impartial spectator that such a country can be given any place of honour in an assembly whose aim is to establish peace and well-ordered government throughout the world. If, however, in the awarding of such honours the principle of geographical representation is to be observed then China obviously has a better claim than her political merits would give her.

Chinese dollars, instead of gold roubles, have been the currency used on the Chinese Eastern Railway since July 16th.

The Manila Observatory yesterday afternoon issued a warning of a typhoon in about 141 degrees Long. E. and 17 degrees Lat. N., direction unknown.

Among the forthcoming marriages announced is that of Paymaster-Commander William John Archer Brown, H.M.S. *Titanic*, to Miss Violet Irene Iremonger, of No. 13, Knutsford Terrace, Kowloon.

Mr. R. E. Lindell at the Kowloon Magistracy yesterday fined a man \$25, with the alternative of three weeks' hard labour, for stealing a gauze jacket valued at \$7.

A Chinese employed on Messrs. A. S. Watson & Co.'s launch *Pycris*, was injured on Tuesday through a derrick breaking and falling on him. He was removed to hospital.

For the possession of one-and-a-half taels of prepared opium, a Chinese was fined \$150, or two months' hard labour in default, by Mr. R. E. Lindell at the Kowloon Magistracy yesterday.

An aged Chinese woman on Tuesday when getting off the ferry at Hung Hom slipped and her foot was crushed between the launch and the pier. She was removed to the Kwong Wah Hospital.

## FAR EASTERN CABLE NEWS.

[From Our Own Correspondent.]

## INTERPORT BOWLS.

WIN FOR SHANGHAI.

SHANGHAI, September 3rd.  
Shanghai, 12; Hongkong, 8.

[THROUGH REUTER'S AGENCY.]

## EARTHQUAKE IN THE PHILIPPINES.

MUCH DAMAGE; NO DEATHS.

MANILA, September 3rd.

An earthquake occurred on August 31st at Mindanao. The damage reported is considerable. Buildings were overthrown, though in Aguban and Misami, there were no deaths.

[BY COURTESY OF THE "DAILY BULLETIN."]

## RUSSIAN LEGATION AT PEKING.

AMERICAN RESERVATION.

PEKING, September 2nd.

The communication embodying the American reservation in connection with the handing over of the Russian Legation to the Soviet, which has now changed hands four times, was originally sent to M. Karakhan by Mr. Yoshizawa on August 18th, the document being returned by the former to the latter on the following day, and on August 29th Mr. Yoshizawa sent it back to M. Karakhan with a covering Note, in which he pointed out that he was merely carrying out his duty as the senior representative of the Protocol Powers.

It transpires that M. Karakhan again returned the communication to Mr. Yoshizawa, accompanied by a Note stating that he was never in any doubt regarding Mr. Yoshizawa's position in the matter, but that he cannot accept the latter's explanation that the document cannot be construed as containing any insinuation against the Soviet.

M. Karakhan declares that he still holds the view that the American statement is neither proper nor courteous, and he expresses the hope that the American Government will not make another attempt to present a communication which he cannot accept and which is not supported by International Law and practice.

## BRITISH CONSUL AT SHANGHAI.

GOES HOME ON LEAVE.

SHANGHAI, September 2nd.

The British Consul-General, Mr. Sidney Barton, C.M.G., left to-day, on board the P. & O. steamer *Kalyan* on home leave.

## GENERAL FUKUDA'S ASSAILANT.

TOKYO, September 2nd.

General Fukuda's assailant, who has been identified as Kyutara Wada, declared that he intended to kill General Fukuda in revenge of Osuga's death, for which he said General Fukuda was to blame. Wada's revolver contained one blank and five ball cartridges, only the blank cartridge being fired, the wadding striking General Fukuda on the left shoulder-blade and inflicting a severe burn. Wada was seized before firing again. General Fukuda required medical treatment. Seven other Socialists have been arrested.

## JAPANESE WARSHIP STRANDED.

SAITAMA, September 2nd.

The coast defence ship *Adzuma* stranded in the harbour this morning. The first effort to refloat the vessel at high tide proved unsuccessful.

A representative of Marshal Chang Tso-lin has arrived at Canton and called upon Dr. Sun Yat Sen at Headquarters. The mission of the representative is stated to be "closely related" to the Chekiang-Kiangsu, or the Chihli-Fengtien war.

In the Manila Courts last week Mr. Walter E. Olsen, tobacco and cigar manufacturer, was ordered to-day by Judge Harvey to pay Olsen and Company P20,207.22 alleged to have been spent by him from the funds of the company while he was president and manager of the corporation.

## CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## THE LEAGUE.

ARMAMENTS TO BE DISCUSSED.

GENEVA, September 2nd.

The chairmen of six Committees in the League of Nations Assembly include Sir Littleton Groom (Australia) and Mr. Adachi (Japan) of Committees one and four respectively, and M. Duca (Rumania) of Committee three, which is the most important, as it deals with the reduction of armaments, which the Assembly will discuss on Thursday in the presence of Mr. Ramsay MacDonald and M. Herriot.

The Chinese Delegation is very gratified with the election of a Chinese to be Vice-President of the League Assembly.

M. Herriot has arrived and was given an enthusiastic ovation by a big crowd.

## BRITISH PREMIER INTERVIEWED.

PROSPECTS OF WORLD PEACE.

LONDON, September 2nd.

Mr. Ramsay MacDonald interviewed by Reuter when en route to Geneva, said the road was clearer than ever for a real discussion of armaments and national security.

Nobody had yet devised a satisfactory disarmament scheme, but we were nearer to it, as various obstacles had been successively removed.

A lot of nonsense had been written about the Anglo-Soviet treaty. The whole position of the negotiations was altered by the Russians' surrender to us. We had in nowise altered our position.

It was as clear as ever that unless a settlement of debts obligations be reached, there would be no loans or guarantees for Russia.

Mr. MacDonald defended the Government's rejection of a mutual guarantee pact, which would probably have led to the secession of certain of the British Dominions and other nations from the League, and forever have closed the door to the adherence of America and other States. Mr. MacDonald said he emphatically disavowed using force to enforce the decisions of the League, which would only destroy its power.

## MR. MACDONALD AT GENEVA.

GENEVA, September 3rd.

Mr. MacDonald has arrived. The crowd at the station loudly cheered and shouted "Vive MacDonald! Vive la paix!"

## U.S. AND ARMS CONTROL.

WASHINGTON, September 3rd.

The State Department is publishing the correspondence with the League of Nations wherein it declined to be represented at the Geneva discussions of the Convention for the control of the arms traffic. The correspondence says that the United States Government understands it was improbable that the League Assembly's arms control committee would attempt to do more than consider whether the draft Convention afforded a satisfactory basis for calling an international conference in order to conclude the Convention, and as the United States Government's position on every point is well understood, it is not thought any useful purpose would be served by attending the meeting of the committee. The Government would be disposed to consider favourably participation in an appropriate international conference to negotiate and conclude the Convention.

## FIGHTING IN MOROCCO.

INCREASED SPANISH FORCES.

GIBRALTAR, September 2nd.

It is learned from a Spanish source that 50,000 reinforcements have been despatched to Morocco during the past fortnight.

The bursting of shells on the African coast was visible to-day from the heights at Gibraltar.

Advices from Tangier state that Raisuli's adherents have joined the rebels.

## SITUATION REVIEWED.

LONDON, September 3rd.

The latest official report from Madrid speaks of a slight improvement in the situation in Morocco, but the fact that the situation is still serious is indicated by announcements from Tangier. Diplomatic correspondents in London deal with the political reaction in the European Chancelleries in the event of a Spanish withdrawal from an appreciable portion of the protectorate, which is not unexpected. They point out that the question of the re-partition of Morocco would affect vital interests of Mediterranean Powers and Britain and also the United States on economic and juridical grounds. It is believed that Spain is reluctant to make unduly heavy efforts for the sake of the retention of the present large zone, considerably increased since the conclusion of the Tangier Convention last year, as Spain's claim to the premier position in Tangier was virtually subordinated to that of France.

## TEA PRICES RISE.

BUDGET REDUCTION SWAL-

LOWED UP.

LONDON, September 3rd.

The whole budget reduction in the tea taxation was swallowed up by the increased price several weeks ago. A large firm of retailers announce another rise of 4d. per lb. Keen buying in the wholesale market yesterday resulted in an average rise of 2d. per lb. for high-grade Ceylon and 1d. for lower-grade.



# WAR IN THE NORTH.

## KIANGSU AND CHEKIANG FORCES CLASH.

FIGHTING WITHIN 20 MILES OF SHANGHAI.

POWERS LAND TROOPS IN FOREIGN SETTLEMENT.

FULL PROTECTION PRECAUTIONS TAKEN.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, September 3rd.

Fighting commenced at ten this morning at Hwangtu, about twenty miles from Shanghai.

SHANGHAI, September 3rd.

Fighting has begun fifteen miles from Shanghai between the rival forces of Kiangsu and Chekiang, the former attempting to obtain control of Shanghai.

Each are being reinforced from other provinces. Chi Hsieh Yuan is supported by the Chihli Party, headed by Wu Pei Fu, who, in pursuance of his policy of unifying China, forcibly desires to bring Chekiang, which adheres to the Anfu Party and has declared itself independent of Peking, into the Chihli fold.

There is a risk of a general conflagration if the Manchurian dictator, Chang Tso Lin, entered the conflict on the side of the Anfu Party.

CHU'S HAND FORCED.

NANKING, September 3rd.

The situation on the Quinsan front is hourly growing critical. Hostilities might begin at any minute. Chi Hsieh Yuan is fully prepared, and the trend of events during the past two days indicates that the choice is forced on him to recover the control of Shanghai by war and not by peace and as Chi is determined to regain Shanghai, there does not appear any alternative but a general advance and the final capture of the City.

Fighting hitherto has not been heavy. Every precaution is being taken to protect the foreign settlement, and there seems no cause for anxiety on this score.

The first Power to land forces was the French, with 80 marines from the *Jules Ferry*, who landed in the French concession this afternoon. Besides 20 foreign warships at or off Shanghai, a large portion of the Japanese fleet from Sasebo is within twenty hours steam of Shanghai.

Fifteen hundred local volunteers have been ordered to stand by.

BRITISH TRADE UNIONISM.

"THE WORKERS' CHARTER."

LONDON, September 3rd.

The Trade Union Congress has adopted the workers' charter providing for the nationalisation of landmines and railways, a forty-four hour working week, a minimum wage in each industry, adequate provision for unemployment, adequate housing, full educational facilities, and pensions for all at sixty.

The Congress rejected a recommendation of the general purposes committee in favour of allowing an emergency resolution to be submitted instructing the general council to work for convening an international conference of all trade union organisations and to take steps to bring about unity in the international trade union movement and bring the organised workers of the world under an international fighting leadership. The president said the resolution, if accepted, would probably do less than had been already done in certain respects. The general council had already agreed that the Amsterdam international should invite Russian trade union representatives to the conference for the purpose of endeavouring to remove existing difficulties.

A REMARKABLE SCENE.

A remarkable scene occurred at the Trade Union Congress when the President introduced the American, Canadian and Russian fraternal delegates. When the Russian delegates, headed by M. Tomsky, chairman of the All-Russian Council, came to the platform, the delegates rose and cheered for minutes.

BRITAIN AND THE SOUDAN.

PREMIER'S PRONOUNCEMENT.

LONDON, September 3rd.

Interviewed by the *Daily Express* at Paris, Mr. MacDonald declared that Zaghari ignored his last invitation to come to London. In the meantime he was convinced that the recent disturbances in the Soudan were engineered by members of the Egyptian Government and added that despite the original intention to maintain status quo pending discussions, he was obliged to strengthen and determine the British position in the Soudan.

LONDON AGREEMENT.

FRENCH GOOD WILL.

PARIS, September 3rd.

L'Espresso, today interviewed Mr. Owen Young, agent general of reparations payments, who declared that after the concessions by France at the London Conference, it was impossible to doubt the good will of France towards a conciliation. —Hava.

EARLIER CABLES.

EXTENDED POWERS.

LONDON, September 2nd.

The Trade Union Congress at Hull carried, by an overwhelming majority, an amendment to the standing orders giving the General Council extended powers to intervene in strikes, lockouts or threatened disputes. The mover said that federated capital was showing its hand more strongly every week. The battle in the industrial field was becoming fiercer, and the workers wanted central leadership and control.

BRITAIN AND THE SOUDAN.

PREMIER'S PRONOUNCEMENT.

LONDON, September 3rd.

Interviewed by the *Daily Express* at Paris, Mr. MacDonald declared that Zaghari ignored his last invitation to come to London. In the meantime he was convinced that the recent disturbances in the Soudan were engineered by members of the Egyptian Government and added that despite the original intention to maintain status quo pending discussions, he was obliged to strengthen and determine the British position in the Soudan.

LONDON AGREEMENT.

FRENCH GOOD WILL.

PARIS, September 3rd.

L'Espresso, today interviewed Mr. Owen Young, agent general of reparations payments, who declared that after the concessions by France at the London Conference, it was impossible to doubt the good will of France towards a conciliation. —Hava.

EARLIER CABLES.

THE WORLD'S SPORT.

HOME CRICKET.

CONCLUDING MATCHES OF SEASON.

PLAYERS AGAIN BEAT GENTLEMEN.

LONDON, September 2nd.

Surrey at Lord's led over Middlesex in the first innings. Middlesex scored 140, and Surrey 221 for 2 (Hobbs 70; Sandham 102 not out).

Warwick at Northampton led over Northants on the first innings. Warwick scored 235, and 61 for 2. Northants compiled 210.

Kent beat Lancashire at Dover by 31. Kent scored 109, Parkin taking 6 for 30, and 113. Parkin taking 6 for 21, completing his two hundred wickets for the season. Lancashire scored 134, and 117.

Glamorgan led over Notts at Cardiff, on the first innings. Glamorgan scored 371, and 21 for 6 declared. Notts compiled 172, and 59 for 1.

Leicester beat Essex at Leicester by 94. Leicester by 94. Leicester scored 123, and 175. Essex scored 68, Astill taking 5 for 4, and 138.

The Players beat the Gentlemen by nine wickets. The Gentlemen scored 132, and 52. Brown taking 4 for 5. The Players scored 200. Meyer taking 8 for 33, and then compiled 5 for 1.

[Final county placings will be found on another page.]

HOME FOOTBALL.

FIRST DIVISION.

Huddersfield, 3; Notts Forest, 3.

U.S. TENNIS.

JULIEN RETAINS SINGLES TITLE.

FOREST HILL, Sept. 2nd.

W. T. Tilden has retained the national singles lawn tennis championship, defeating W. M. Johnston in the final, 6-1, 6-7, 6-2.

The game was most spectacular, and the pace was fast, despite the tense humidity. Tilden did not give his opponent a chance, although Johnston put up a great fight in the second set.

U.S. WORLD FLIGHT.

ARRIVAL IN NEWFOUNDLAND.

NEW YORK, September 2nd.

The American world-fliers left Indian Harbour this morning and passed Hawkes Bay, Labrador, two hours after their start, heading presumably for Newfoundland.

HAWKES BAY (NEWFOUNDLAND), September 2nd.

The American fliers have arrived.

"MOBILISATION DAY" IN AMERICA.

The New York correspondent of a London paper writes:—

American peace societies are up in arms against President Coolidge's proclamation appointing September 19th for "Mobilisation Day"—the day when the entire country can emphasise the principle that "preparedness is the best safeguard against war."

Coolidge's call to arms involves the mobilisation for one day of various citizen forces, such as the State Guard (corresponding to the Territorials in England), street processions, pageants, and so forth, but Governor Bryan, of Nebraska, Democratic nominee for the Vice-Presidency, speaking for the peace societies, denounces Mobilisation Day as a "militaristic gesture and economic waste."

As Governor of Nebraska he will issue orders to the National Guard to mobilise, but will not ask for the civil and industrial forces to participate in any way. President Coolidge has explained in a letter that the mobilisation for Defence Day has been misinterpreted by his critics, and emphasises the idea that while America is a most pacific country, nevertheless the United States lost many men during the world war "by not being prepared," and we have saved several wars by not being prepared.

These are days, says Governor Bryan, when the military spirit is rampant, but they are also days when the organisations to prevent war are very active, as witness the campaign in the United States begun last Sunday, described as the "Stop War Crusade"—if war persists nothing else matters, which will continue until November 11th. "To persist in the plans for Mobilisation Day," says the Vice-Presidential nominee, "will create an erroneous impression abroad at a time when it is stated in Paris that Germany is actively preparing for a war of revenge."

Mr. Davis, the Democratic candidate for the Presidency, undoubtedly favours Mobilisation Day, but wisely refuses to be drawn, like his running mate, into the present controversy.

ECONOMICS IN THE SCHOOLS.

THE DANGERS OF IGNORANCE.

The sittings of the Conference on Imperial Studies were resumed on July 28th at Wadham College, Oxford, with a paper by Mr. Hubert Phillips, M.A., lately head of the Economics Department at Bristol University, on the promotion of economic studies in the schools of the Empire. He emphasised the necessity of economic education in view of the intricacy and urgency of the problems of the day, and the widespread distribution with advancing democracy, of political responsibility. He argued that economic education in schools involved risks, but these were slight compared with the risks of ignorance and propaganda as they existed to-day. In the discussion, Dr. Heston, of Australia, concurred in Mr. Phillips's views, and described his own successful experiments in Australia.

A LONDONER AT LARGE.

SPACIOUS DAYS.

The Londoner is a faithful lover. To suggest that his sweet mistress could under any circumstances bore him were the grossest libel which he would summarily and I hope successfully resent. To intimate that he could at any time be unfaithful to her, even in the arms of those most seductive wantons, Flora and Fauna, would be to asperse his intelligence as well as his morals. There are forces to be considered, however, external and non-emotional forces, which the most ardent lover can no more ignore than he can prolong his ecstasies by making Time stand still.

One of these forces is temperature. The sun has its worshippers, just as London, however there is very little in their Lord and Master's praise that they have not proclaimed with word, pen, and brush. Here in London they even go further, dedicating fire insurance companies to him and signalling his appearance with fresh coats of paint. Salad bowls are washed in his honour, and from behind hockey-policy barrows goes up (in the soft Southern accent of Clerkenwell) a psalm of praise. "Undoubtedly the sun is an important deity. He makes life to grow, the manufacturers mineral waters to grow rich, and our thoughts to turn to higher things than the office and the club."

There comes a time, however, when generally comes about the end of June, when we begin to feel that old Sol is overdoing it. He has performed all his miracles. The world has grown green at his kiss. Life, retired during Winter's clammy reign into its corn or its top coat, into the ground or the snuggery, has burgeoned forth once more, grown active, resumed the real business of life. Phoebus has waked his sleeping princess with a kiss, but the trouble is the rude fellow does not know where to stop. With his great red whiskers bristling with honest but ardent affection, he is kissing the face off the poor girl.

THE DOG DAYS.

In a word, the hot weather has started. I deny that London is a whit less interesting or less habitable in July than in October. The Londoner is a lucky dog to be a Londoner even in the dog days. I do not object to hot pavements or even to a moist collar. On the contrary, these things notably assist the development of the Metropolitan genius, send us in search of new and refreshing beverages and bring us sharply up against such realities of life as a cook who has no festive inspiration beyond cold ham and tomatoes.

The truth is that with the warm weather, with the final realisation of Summer's ripe beauty, with the need, if we are still the victims of such unhygienic early Victorianism, to discard our shaggy under wear, comes a longing for solitude and space. We are not unfaithful to our mistress save to renew our faith. We retire apart only to contemplate through the high casement of absence the dear features which familiarity has robbed of a little of their charm.

The desire to get away from everybody and everything for room to expand and in which to be monarch, not of all we survey only but of ourselves is deep-rooted in us. Long before man became gregarious, or was made gregarious, as what have always considered an excessive punishment for original sin, he had the instinct of solitude in him. When we abandon towns and streets and betake ourselves at all costs to meadows and moors and high gull-lanited cliffs, we are simply reverting over the head of Homo sapiens (never at any time as wise as he fancied himself) to Pithecanthropus who obeyed unerring instinct and flew the feverish contact of his fellow man up until the ice came down and all had to huddle together in caves to keep warm.

We still huddle together, but there is no ice about, and in consequence we get too warm. Off with us then, to the rolling downs with their close-cropped turfs, their wheeling ploughs, their snail showers, their spacious panoramas of far mountain, and still more spacious sea. Or let us at any rate to some river meadow knee-deep in buttercups and grass and meadow sweet, where the song of the grasshopper mingles with that of the lark, and from the invisible river near at hand comes the crunch of a contemplative punt pole or a wandering dragon fly splendid in blue and gauze.

WANT OF ROOM.

It is true of most people in the world that there is very little in the matter with us, but ourselves, and all that is the matter with us is want of room. Crowded into environments well enough as far as they go, but totally inadequate to our needs, we lose our sense of proportion, narrow down our thoughts, and our vitality, till we become like so many canaries and a cage, pecking and singing in rivalry a metallic and artificial song.

Some people can rise above their environment. They are the fortunate few. Most of us lose our elasticity and our sense of values. Facts corrode, imagination withers. Desperately then we plunge into the train and take ourselves and our fretful midget troubles into some new environment, to some country village or environment to some country village or elsewhere. We feel better before we are outside the station. Here is no change, no fever of the blood. The sea lapped on yonder beach in Canute's time—he had his troubles too—as it does to-day. This village inn rose, a paltry three hundred years ago, on the site of another inn still older. Three hundred years hence things here will be much the same still. Why should we worry? We climb up on to the crisp down turf, or stroll beneath the ancient elms and listen to the murmur of innumerable bees. Our clothes begin to feel looser, our chests less collapsible. A subtle something draws our footsteps unerringly to our caravanserai. Ah! what fragrance is that that takes the air, more potent than mandragora or all the drowsy syrups of East? Sweetest and by no means drowsy. On the contrary, an enlivening and disturbing odour. There it goes again! Duck and green peas! Did we do well to come away from it all? Did we?

GOVERNMENT CHANGES.

OLD AND NEW METHODS.

ADDRESS TO 300 TEACHERS.

Five hundred teachers from all parts of the country assembled for the City of London Education Council, which, although only in its third year, has established itself in the esteem of the educational world, and on July 25th the Right Hon. H. A. L. Fisher, M.P. (formerly President of the Board of Education), the principal of the course, delivered an introductory address at the Holborn Restaurant.

Choosing as his subject "The Progress of Government," Mr. Fisher said we regarded government as a force exercising continuous pressure on the body politic, and capable of acting with energy and resolution, while we also associated with it the idea of knowledge. No one could have served in Cabinet without being struck with the enormous resources which a modern government possessed for obtaining information from the world generally. People talked about the "sweats of office," but he had discovered very few of them except the immense advantage of that extended knowledge which access to official telegrams and despatches gave him. We thought of government as restraining human will, he continued, as the source of legislation, and as the shield of liberty. In other words, we expected our Government to be in a state of perpetual motion. The restraint exercised by the government was in the interests of liberty; the growing complexity and elaboration of the law was due to an increased perception of the value of individual rights. All social legislation had for its object the securing of conditions under which the individual might have liberty to lead a reasonable and happy life. Finally, government, whatever might be its precise constitutional form, was in modern times expected to be representative.

These ideas were not all old, and some of them were very new indeed. The ideas foreign to the ancient world were those of representation and of progress. Representation was the discovery of the Middle Ages, and the doctrine of progress that of the eighteenth century. So numerous and far-reaching were the changes that came with the age of industrial invention that government became quite different from that of any which existed before that era. Our constitutional history in England had been so continuous, so unbroken by revolution, that we did not always give full weight to this consideration. Yet there was all the difference in the world between the British State after the industrial revolution of the eighteenth century and the British State before it. Vestiges of antiquity, such as the curious old ceremony of declaring the King's assent to laws in Norman French, still survived to delight us with the belief of continuity. Parliament itself, the creation of the thirteenth century, the shire, a relic of Anglo-Saxon antiquity; justices of the peace, the corner-stone of the Courts, the assize judges, were all products of the Middle Ages. We had not even abolished the *Heralds' Office*, and yet enormous changes had come over the political landscape. The Education Act of 1921 alone was more voluminous than all the tomes of King Alfred, the greatest of the Anglo-Saxon legislators. If they were to run over the titles of the Acts passed in any recent year it would be seen at once that most of them depended upon modern scientific discoveries, such as those of steam and electricity, and would be inconceivable without them. Again, London would be starved in a couple of days if it were not for the enormous stream of transportation, which had to be regulated by innumerable laws and regulations. If they considered the adulteration of food Acts, and the patent laws, not to speak of the criminal laws, they would be astounded by the enormous development of legal restraint which was essential to modern well-being.

PREMIER AND KING.

Mr. Ramsay MacDonald was a very much more powerful person than was King Alfred or King Canute, for it was difficult to secure the execution of laws when there was no Regular Army and no regular force of police—and our modern Police were the creation of the nineteenth century, the most striking illustration of the change which separated the Government of an industrial country from the Government in the rural state of its history was the growth of the Civil Service. It was not often realised how very modern our bureaucracy was. In the time of William Pitt there was no State-paid, State-organised staff at the Admiralty, and the clerks were the servants of the Minister; while later, still Crimean War Office, but by the Secretary of State for War, transacting his work in a little room in Downing Street, with a staff of one man only—his own private secretary. There were few more impressive illustrations of the Government as a purveyor of knowledge than the hour which was devoted to questions at the beginning of every Parliamentary sitting, the answers given by Ministers being prepared by the Departments on the basis of their accumulated information.

The progress of Government had not meant the decline of liberty. Mr. Jack Jones, of Silverton, had more liberty than any Anglo-Saxon or Norman King. He could make his influence felt over more human beings, and could cultivate a far larger range of personal tastes than was possible to any individual, however happily placed, in the remote ages. There was no slum family in Glasgow at the present time which was subject to so high a rate of infant mortality as were the families of Anglo-Saxon Kings. At every turn the liberties of the medieval Englishmen were curtailed by the privileges of the nobles and the Church, and by poverty and absence of sanitation, insufficient food supplies, and general ignorance; and not least were they curtailed by the weakness of the Central Government, which permitted every kind of oppression to be practised. Government was so far removed from the daily life of the State, and although the English Prime Minister was all-powerful he was

(Continued on next column.)

BROCK'S SUE.

ADMIRALTY ADVANCES FOR MAKING WAR FLARES.

Messrs. C. T. Brock and Company, the well-known manufacturers of fireworks, were ordered to repay £100,138 to the Commissioners of the Admiralty. The action concerned money advanced by the Admiralty to enable the firm to make flares for use in the fight against submarines during the war.

The Attorney General (Sir Patrick Hastings, K.C.), for the Admiralty, said one claim was for £20,000 and the other for £100,000.

With regard to the £20,000 action he did not think there was any defence. With regard to the £100,000 claim there was agreement up to a point. What was a fair profit to allow Messrs. Brock? The claim was based on three contracts for deck flares which were required in the war for dealing with submarines. A beam of light was required to be thrown on the water to illuminate certain spots.

AGAINST SUBMARINES.

The contracts were made in 1918; and they dealt with 20,000, 35,000, 50,000 and 135,000 flares.

These flares were ordered on terms which were approximately £3 13s. 4d. per flare. The price was provisional, and afterwards the price was to be arrived at upon a basis of cost plus a reasonable profit. Sums were paid on account, and these were subsequently proved to be too high.

A considerable quantity of the flares were delivered, and at the Armistice the Admiralty cancelled further deliveries, as they were entitled to do.

Inquiries were then instituted to ascertain the cost of manufacturing the flares, and it was agreed that the figures were £6 7s. 3d. and £7 3s. 5d. each.

The Admiralty had paid largely in excess of that, and undoubtedly a considerable sum had to be returned. The only question for the court was to decide what was a reasonable profit to add to those figures.

In order to arrive at the total to be allowed to Messrs. Brock the Admiralty were prepared to allow 10 per cent. profit, which they said was a generous allowance in a case of this kind, where in the course of a year the capital of £100,000 was turned over six times.

DISPUTED SUM.

On that basis Messrs. Brock would have to return £100,000, and he asked for judgment for that amount.

Evidence was given on behalf of the Admiralty that the capital of Messrs. Brock was £257,000, and that their turnover in one year, when they were making these flares, was £257,000.

Mr. Stuart Bevan, K.C., for Messrs. Brock, said they did not claim to retain the whole of the money. All they said was that the sum offered was not reasonable, and that a reasonable price remained to be ascertained.

Mr. Arthur Broke, governing director of the company, said he carried on his business on the basis of 20 per cent. To do this work for the Admiralty they had to increase their works and incur additional capital expenditure.

The flares were the invention of his son, Commander Brock.

The judge said he regarded 10 per cent. as a reasonable profit, and he entered judgment for the Admiralty for £100,138 16s. 4d., and costs.

It was stated that the figures in the other action would be adjusted in accordance with this finding.

About 88 per cent. of the Philippine Islands' territory is still uncultivated according to figures at the Bureau of Agriculture. The total agricultural area in the Philippines amounts to 29,626,000 hectares, while the cultivated portion covers only 3,523,000 hectares or 12 per cent. According to the Bureau's estimate, the following is the order of distribution of the uncultivated lands: commercial and non-commercial forests, 18,704,000 hectares; grass or bare lands, 5,584,000 hectares; and mangrove swamps, 502,000 hectares; unexplored lands, 1,541,000 hectares.

still only a Minister, and the word "Minister" meant servant. He was the servant of the public, and the Prime Minister who desired to keep in office must take careful note of the changes of public opinion. It would serve to show how modern our party organisation was to state that the Whig party was not founded till 1828, and that the "substantivo," a Whig, had no earlier authority than 1853, in Charles Dickens's novel "Bleak House." Nor was it till the nineteenth century that prominent Ministers of the Crown began to make political speeches in the country. Mr. Lloyd George made sixty speeches during the recent election, but William Pitt, during seventeen years of supreme office, only spoke twice outside the House of Commons, and then only four sentences in all. (Laughter.) The change to the new idea was inaugurated by Lord Brougham, who made the first political tour in 1834.

NINETEENTH CENTURY CHANGE.

Another change of great moment was that which obliged the Government to become the principal source of legislation, a change which did not come about till the nineteenth century, and was marked by the establishment in 1870 of the office of Parliamentary Counsel to draft bills on the instruction of the Cabinet for presentation to Parliament. While the Prime Minister wielded a degree of power unknown to medieval despots, the tenure by which a Government preserved its existence was precarious in every modern democratic state; and it must court public opinion or founder; it must be active, or it would be blamed; and its very activity created enemies against it. One Government was given notice to quit, and before many months were out the new Government had lost the gloss of its popularity, and was destined to descend by gradual but certain stages into the pit of popular disfavour.



## INTIMATIONS

## OFFICES TO LET.

TO LET—OFFICES on Ter Floor, No. 14, PRINCE STREET.  
For particulars, apply—  
PROPERTY OFFICE,  
JARDINE, MATHISON & CO., LTD.  
[1196]

## PRINCE LINE FAR EAST SERVICE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK.

## THE Steamship "GOTHIC PRINCE"

having arrived from the above Port on 28th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, 3rd September, 1924, at 10 a.m.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undivided after the 4th September, 1924, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by STEWART (FAR EAST), LTD., 2nd Floor, King's Building, (Cantonment Road, Hongkong). Telephone No. 2165.

Hongkong, 28th August, 1924. [1197]

## LLOYD TRIESTINO S.N. CO.

## NOTICE TO CONSIGNEES.

The Steamship "FUME-L"

FROM TRIESTE, VENICE, BRINDISI,

PORT SAID, MASSAUA, ADEN

COLOMBO, PENANG AND

SINGAPORE

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 29th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undivided after the 4th prox. will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 14th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th prox., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 28th August, 1924. [1205]

## S.S. "ANDRE LEBON"

## SERVICES CONTRACTS DES

MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, etc., also Cargo from "LIEU ENANT DE LA TOUR" from COGNAC in connection with the Steamer are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless Intimation is received from the Consignees before Noon, today, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining undivided after the 6th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in on or before the 10th instant, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 6th instant, at 10 a.m., by Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. R. HODENFUSER, Agent.

Hongkong, 1st September, 1924. [1215]

## Use Cuticura To

## Clear Your Skin

The daily use of Cuticura Soap

and Ointment does much to cleanse

choked pores, rid the skin of pim-

ples and blackheads, relieve itchy

and irritations and restore the

skin to velvety softness. Cuticura

also is ideal for the toilet.

See Cuticura advertisement throughout the

press. British Agents: T. S. B. &amp; Co., Ltd.,

25, Abchurch Lane, London, E.C. 4.

Sole Agents for Hongkong and Kowloon: T. S. B. &amp; Co., Ltd.,

25, Abchurch Lane, London, E.C. 4.

Sole Agents for Hongkong and Kowloon: T. S. B. &amp; Co., Ltd.,

25, Abchurch Lane, London, E.C. 4.

Sole Agents for Hongkong and Kowloon: T. S. B. &amp; Co., Ltd.,

25, Abchurch Lane, London, E.C. 4.

Sole Agents for Hongkong and Kowloon: T. S. B. &amp; Co., Ltd.,

25, Abchurch Lane, London, E.C. 4.

Sole Agents for Hongkong and Kowloon: T. S. B. &amp; Co., Ltd.,

25, Abchurch Lane, London, E.C. 4.

Sole Agents for Hongkong and Kowloon: T. S. B. &amp; Co., Ltd.,

25, Abchurch Lane, London, E.C. 4.

Sole Agents for Hongkong and Kowloon: T. S. B. &amp; Co., Ltd.,

25, Abchurch Lane, London, E.C. 4.

Sole Agents for Hongkong and Kowloon: T. S. B. &amp; Co., Ltd.,

25, Abchurch Lane, London, E.C. 4.

## LEARN TO RELAX.

A woman physician writes in the

Evening Standard:—

"To all of us who work, no matter in what sphere, there comes the time when a crisis seems at hand—nerves are frayed, tempers are touchy, and body and mind seem at their last ditch. Now is the time that nature would tell us that a long holiday is indicated—knowing full well that even one day's holiday is impossible at that time."

"And it is just at this time of tension that we must relax or pay the penalty. The art of relaxation is an old one, and can be learnt just as any other art, and it is well worth cultivating the habit if we would avoid a nervous breakdown and sleepless nights."

Just as a piece of elastic relaxes more thoroughly after it has been stretched, so do we, and before we begin to relax we must first stretch to our utmost. It is easiest to do this in bed to begin with, when there are no limiting clothes—stretch your arms out until they feel as if they would crack—do the same with your legs and toes, and do not forget your jaw and neck muscles. Keep up this stretching for about a minute and then just as thoroughly let go.

Try and summon a general feeling of ease and detachment, and try and tell the mind into the thought of ease and peace.

Now think of the body bit by bit, realising to the full, as you say to yourself mentally, "that my eyes are now resting and stilled," "my head is at peace," "my arms are relaxed," and so on, working down the whole body to the knees and feet. As you think of each part of the body, so let it remain still and motionless, each fibre and each muscle released from the fatness of everyday effort.

At the same time breathe deeply and regularly, and then open your eyes slowly, and get up from the exercise quietly with new strength to tackle the work in hand.

Often one is tempted to say that there are no moments in the day when one has time for relaxation, but it is just at the time when telephone bells are ringing, the post is waiting to be attended to, the appointments are overlapping and have to be kept, that one should consciously take two minutes in which to gather new strength to meet the increased demands.

Remember that the source of energy is infinite and only waiting for us to draw upon it as we need.

## A WORD FOR ALCOHOL.

[BY LORD DAWSON OF PENN IN THE

EVENING STANDARD.]

There is a strong preponderance of medical opinion throughout the civilised world that alcohol, taken in moderation and at proper seasons, is beneficial in its action. Most medical men themselves take it.

Its effect is on the nervous system. It sets the mind free when work is finished, it brightens the outlook, and lightens the mental touch. It thus enables the mind to rest in contentment and so prepare for the work and responsibilities of another day.

On the social side of life it is a matter of common observation how, at the beginning of a dinner party, people are awkward, self-conscious, and dull, and how one can see them melt one by one into ease and content, as the wine circulates.

To the mental worker, the man of responsibilities, who loses the power of relaxation, and who cannot rest and sleep, alcohol at the end of the day may bring help and healing.

Should we have some of our finest literature, art, and music under a régime of water and ginger beer?

There are becoming established in our great cities large popular restaurants where every kind of meal can be obtained and where people can sit and hear good music and smoke and talk to their friends. In some of these huge restaurants, which have full licences and are, therefore, worthy of investigation, there are gathered together all classes—artisans, clerks, and professional people—of all ages and of all social divisions falling away and a new social order arising. You can see the old social division falling away and a new social order arising.

venture to think that, if the Bishop of London would visit one of them with me, he would no longer doubt that temperance is growing apace.

A visit would tell any observer how happy, cheerful and moderate all the customers were. A very few years ago many of them would have been in public houses. Does not this tell us that to attempt to houses which sell food and drink, is the way towards the temperance we all seek to secure?

Has any class shown social progress comparable to that of the industrial classes during the last two decades? In the wider sphere of their enjoyments, their appreciation of the cinema and the drama, their better utilization of holidays, the improvement in the physique of their children, the taste and wisdom of their dress, the change is truly amazing. With better homes and wider opportunities of recreation temperance will grow.

Just as the landed and middle classes become temperate, so in their turn the industrial classes are becoming temperate, and at a quicker rate than most people realize. Why should the latter require repressive class legislation any more than the former?

## OBJECTION TO "COLOUR."

Because there was a coloured seaman on board, James Kelly, trawler cook, refused to sail. Charged at Hull on July 29th, he said he would sooner go to gaol than sail with a coloured seaman. He had lived in British Columbia, where coloured men were kept in their place. Kelly was fined 25, the magistrate stating that this was a decent British subject.

## DO FISH TALK?

## EXPERIMENTS AT THE ZOO.

## BUZZ AND SNAPPING HEARD

Do fish live in a soundless world, or can they make audible signals?

A write in the *Daily Mail* writes:—Some interesting preliminary experiments have just been made in that finny paradise—the aquarium at the London Zoo. Capt. A. G. D. West—the B.B.C. engineer who transmitted the nightingale pattern hydrophone to which was attached a three-valve amplifier. We were permitted to listen at one or two tanks in the water zoo.

The hydrophone, whose normal function is to detect the approach of submarines, is a round metal water-tight disc projecting a microphone of an especially sensitive type. It is so delicate that on one occasion during the war a succession of sounds was too painful to bear, and the telephones had to be removed from the ears. Comparing times later on, it was found that the noises were caused by the explosion of depth-charges 46 miles away!

This device was dropped into the tank where live the wrasse—belligerent decorated sea-fish with envious attitudes. There was a rushing noise which was traced to the apparatus for aerating the water. When small crabs were thrown to the wrasse off heard a series of sharp metal clashes clearly due to the snapping jaws of the fish. You saw and heard the feeding simultaneously.

THE INQUIRIOUS CRAYFISH.

With the crayfish there was a painful clamour when one of these lobster-like creatures actually "fingered" the hydrophone, but Capt. West came to the conclusion that the instrument was used translated sounds as noises and not as signals.

Later in the evening we revisited the aquarium with a small microphone made water-tight in a football bladder. The wrasse were tested once more, and then we could hear a "plunk" as the crab-bait hit the water and a rather grumbling "scrunching" when the fish took their food. There were also swishing noises when they leapt through the water.

The carp gave us swishes and very faint "plops" as they took pieces of chopped-up meat, while the trout went into instant retirement when the microphone was lowered into their tank. They never stirred a cautious fin until it was removed.

Each tank gave a different basic tone. Now and then one imagined that there were distinctive sounds something like buzzes, and again there was a noise (with the crayfish) like the snapping of a water-cane, but these might have been electrical in their origin.

The question as to whether fish emit sounds (apart from feeding noises) cannot be solved in a casual hour or so. A series of tests to find the best water-microphone is clearly necessary, as well as an immense amount of patient listening after the fish have become used to the presence of the instrument. Only four tanks out of 95 were visited at the first test, and the other 91 may hold further secrets.

DEPTH CHARGES ON A WHALE.

Water is a most effective medium for transmitting noises, so why should fish not make use of their natural advantages by signalling to each other? There the suggestion is left for research-workers who may wish to take up a novel and unexplored line.

There should certainly be distinctive noises caused by the passage of bodies through the water. During the war United States submarine-hunters tracked a whale with hydrophones and killed it with depth-charges under the impression that it was a submarine. The Admiralty circulated the story of the hunt to avoid future misunderstandings of the kind.

## WEATHER REPORT.

September 3rd at 17.15.—Pressure is highest in the extreme North. It has decreased slightly from the Loochoos to Hongkong and the Philippines.

There are indications of a depression or typhoon about 400 miles to the north of Yap. Its direction of motion is at present unknown. Main warnings.—Typhoon in Lat. 17 deg. N. Long. 141 deg. E. direction unknown. Recd. 32.13h. 30m.

Hongkong rainfall for the 24 hours ending at 18 hours, Sept. 3rd, 0.00 inch. Total since January 1st, 82.33 inches, against an average of 67.10 inches.

The forecast for the 24 hours ending at 18 hours, Sept. 4th is as follows:—

Forecast

Hongkong to Gap Rock: E. or variable winds, light to moderate, fine to cloudy.

Formosa Channel do.

South coast of China between Hongkong and Loochoos do.

South coast of China between Hongkong and Hainan do.

## HONGKONG TIDE TABLE.

From Sept. 4th to 10th, 1924.

HIGH WATER.		LOW WATER.	
Days of Week.	Days of Month.	H'gong Standard Time.	Height.
Thurs.	4	h. m.	ft. in.
		0 38	6 2
		5 41	2 5
Fri.	5	h. m.	ft. in.
		0 42	6 3
		1 45	2 4
Satur.	6	h. m.	ft. in.
		0 46	6 4
		1 49	2 3
Sun.	7	h. m.	ft. in.
		0 50	6 5
		1 53	2 2
Mon.	8	h. m.	ft. in.
		0 54	7 0
		1 57	2 1
Tues.	9	h. m.	ft. in.
		0 58	7 1
		2 01	2 0
Wed.	10	h. m.	ft. in.
		1 02	7 2
		2 05	1 9

Barometer ... 29.88 29.84 29.78

Temperature ... 88 79 83

Humidity ... 84 90 67

Wind Direction ... ESE Calm E

Force ... 1 0 3

Weather ... 0.01 0.00 0.00

Rain ...

Highest open-air Temperature on 2nd ... 88

Lowest open-air Temperature on 3rd ... 79

## VISITORS AT HOTELS

## HONGKONG HOTELS.

Mr. F. Babcock and child.  
Mr. & Mrs. F. Barber and child.  
Mr. E. B. Bellis  
Mr. E. O. T. Best  
Mr. A. M. Birchall  
Mr. L. J. Blackburn  
Mr. N. Blumenthal  
Mr. E. T. Boffa  
Mr. W. H. Bourne  
Mr. N. Brandel  
Baron A. Braun  
Mr. A. Brooks  
Mr. A. W. Graham  
Mr. N. C. Hardin  
Mr. T. Chabouat  
Mr. & Mrs. H. G. Castillo  
Mr. J. T. Donnelly  
Mr. & Mrs. W. A. R. Douglas  
Mr. C. Y. Dunn  
Mr. J. L. Dyrand  
Miss Eccles  
Mr. & Mrs. J. M. Elizabeth  
Mr. E. Ellis  
Mr. R. E. Gill  
Mr. R. H. Gledhill  
Mr. V. Goulborn  
Mr. & Mrs. J. Gould  
Mr. Gotsch  
Mr. H. Hall  
Mrs. B. Hall  
Mr. M. J. Harris  
Mr. John Scott Harston  
Mr. H. A. Hatten  
Mr. E. Hausmann  
Mr. E. J. van Hocke  
Mr. A. F. Henry  
Mr. P. Hiall  
Mr. Homewick  
Mr. H. E. Hyde  
Mr. S. Jamieson  
Mr. S. J. Johnston  
Mr. C. B. Kern  
Mr. & Mrs. J. M. Kerr  
Mr. D. Kharcho  
Mr. & Mrs. S. H. Laugston  
Mr. C. Laughton  
Mr. & Mrs. C. Lauritsen  
Mr. Leask  
Mr. H. Leider  
Mrs. E. Liddell  
Miss Lillie  
Mr. T. Loufel  
Mr. Longman  
Mr. M. G. Maggelli  
Mr. P. W. Mansfield  
Mr. F. Mason  
Mr. & Mrs. G. Messenger and child  
Miss Middlehurst  
Mr. C. H. Montague  
Dr. J. Morrison  
Mr. S. M. Munroe  
Mr. G. Mustano  
Mr. N. O. Noth  
Mr. R. Otto  
Mr. G. Parrett  
Mr. A. C. Pedersen  
Mr. & Mrs. S. G. Phelps  
Mr. M. J. Quist  
Mr. B. Rein  
Mr. A. H. Rowe  
Mr. H. Schmidt  
Mr. E. Score  
Mrs. Shovel  
Mr. F. G. Reade Silva  
Miss H. Sittling  
Mr. C. E. Small  
Mr. & Mrs. Snuggs  
Miss Snuggs  
Mr. H. P. Sommers  
Mr. P. D. Sutherland  
Mr. E. E. Vini  
Mr. R. A. Wadson  
Mr. G. L. Waters  
Mr. M. George Weaver  
Mr. E. C. Whitaker  
Mr. & Mrs. E. P. Williams  
Mr. G. Johnson  
Mr. P. Wood  
Mr. J. P. Wright  
Mr. H. Ziegler

## PEAK HOTEL.

Mr. & Mrs. S. A. Arthur  
Miss E. B. Bailey  
Mr. & Mrs. L. C. E. Bellamy  
Mr. V. Benjamin  
Mr. J. W. C. Bonnar  
Mr. A. C. J. Bowler  
Mr. T. Brannell  
Mr. M. J. Breen  
Mrs. & Miss Brennan  
Col. C. Russell Brown  
Miss P. W. Brown  
Mr. T. S. Bostard  
Mr. H. B. Collier  
Mrs. I. H. Cornack  
Mr. E. Des Voeux  
Lt. Col. R. A. Dobbin  
Mr. E. C. Duncan  
Mr. J. C. Duncan  
Mr. W. E. Dye  
Mrs. Samers Ellis  
Misses Ellis  
Mr. & Mrs. W. A. Enstace  
Mr. & Mrs. S. Fitzley  
Mr. A. Forbes  
Mr. F. T. Franklin  
Mr. & Mrs. W. D. Goodfellow  
Mr. & Mrs. J. M. Gordon  
Mr. & Mrs. A. A. Hale  
Capt. E. Hall  
Mr. J. B. Hawker  
Miss M. Hantin  
Mr. J. B. Hawker  
Mr. G. M. Hensworth  
Mr. & Mrs. W. J. Hawker  
Mr. H. D. Hillard  
Capt. A. E. Hoggins  
Mr. T. W. Hoggins  
Mr. H. Howell  
Mr. C. Jeffrey  
Miss O. Jenkins  
Mr. W. W. Jordan  
Mr. & Mrs. J. A. Barrett  
Mr. W. A. Bennett  
Capt. T. L. Brown  
Mr. B. W. Campbell  
Mr. S. Cor  
Mr. W. S. Cuff  
Mr. W. E. Earle  
Mr. & Mrs. H. Goldenberg  
Mr. C. H. Haslewood  
Mr. J. Jack  
Mrs. McCaw  
Mr. J. McDonald  
Mr. J. McPortland  
Mr. E. J. de H. Moore  
Mr. D. Beth  
Mr. W. Bous  
Mr. H. Smith  
Mrs. Stojanovich and child  
Mrs. C. Stringer and child  
Mr. C. Tullach  
Mr. A. J. Wadmore

## PALACE HOTEL.

Mr. & Mrs. S. A. Arthur  
Miss E. B. Bailey  
Mr. & Mrs. L. C. E. Bellamy  
Mr. V. Benjamin  
Mr. J. W. C. Bonnar  
Mr. A. C. J. Bowler  
Mr. T. Brannell  
Mr. M. J. Breen  
Mrs. & Miss Brennan  
Col. C. Russell Brown  
Miss P. W. Brown  
Mr. T. S. Bostard  
Mr. H. B. Collier  
Mrs. I. H. Cornack  
Mr. E. Des Voeux  
Lt. Col. R. A. Dobbin  
Mr. E. C. Duncan  
Mr. J. C. Duncan  
Mr. W. E. Dye  
Mrs. Samers Ellis  
Misses Ellis  
Mr. & Mrs. W. A. Enstace  
Mr. & Mrs. S. Fitzley  
Mr. A. Forbes  
Mr. F. T. Franklin  
Mr. & Mrs. W. D. Goodfellow  
Mr. & Mrs. J. M. Gordon  
Mr. & Mrs. A. A. Hale  
Capt. E. Hall  
Mr. J. B. Hawker  
Miss M. Hantin  
Mr. J. B. Hawker  
Mr. G. M. Hensworth  
Mr. & Mrs. W. J. Hawker  
Mr. H. D. Hillard  
Capt. A. E. Hoggins  
Mr. T. W. Hoggins  
Mr. H. Howell  
Mr. C. Jeffrey  
Miss O. Jenkins  
Mr. W. W. Jordan  
Mr. & Mrs. J. A. Barrett  
Mr. W. A. Bennett  
Capt. T. L. Brown  
Mr. B. W. Campbell  
Mr. S. Cor  
Mr. W. S. Cuff  
Mr. W. E. Earle  
Mr. & Mrs. H. Goldenberg  
Mr. C. H. Haslewood  
Mr. J. Jack  
Mrs. McCaw  
Mr. J. McDonald  
Mr. J. McPortland  
Mr. E. J. de H. Moore  
Mr. D. Beth  
Mr. W. Bous  
Mr. H. Smith  
Mrs. Stojanovich and child  
Mrs. C. Stringer and child  
Mr. C. Tullach  
Mr. A. J. Wadmore

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 3rd.

Previous Day	On Date	On Date
at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer ... 29.88	29.84	29.78
Temperature ... 88	79	83
Humidity ... 84	90	67
Wind Direction ... ESE	Calms	E
Force ... 1	0	3
Weather ... 0.01	0.00	0.00
Rain ...		

Highest open-air Temperature on 2nd ... 88

Lowest open-air Temperature on 3rd ... 79

## DOUGLAS &amp; GRANT LTD.

KIRKCALDY, SCOTLAND

## RICE MILLING

MACHINERY



The largest and

most widely

experienced makers

in the world.

Sole Agents in South China

DODWELL &amp; CO., HONGKONG.

## ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO, JAPAN

SOLE AGENTS



## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION			
LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.			
"ARGON MARU"	Friday	5th Sept.	
"ALTAI MARU"	Friday	5th Sept.	
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.			
"SEATTLE MARU"	Friday	12th Sept.	
BOMBAY via Singapore and Colombo.			
"HONOLULU MARU"	Thursday	4th Sept.	
"BORNEO MARU"	Monday	8th Sept.	
"ALTAI MARU"	Monday	15th Sept.	
BANGKOK, SAIGON via SINGAPORE.			
"KISHU MARU"	Thursday	2nd Oct.	
CALCUTTA via Singapore & Rangoon.			
"HAMBURG MARU"	Friday	26th Sept.	
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.			
"ARABIA MARU"	Friday	26th Sept.	
NEW YORK via Japan Ports, San Francisco and Panama.			
"ALASKA MARU" (From Kobe)	Wednesday	15th Oct.	
JAPAN PORTS.			
"LONDON MARU"	Saturday	6th Sept.	
"AMOR MARU"	Saturday	13th Sept.	
KEELUNG via SWATOW & AMOY.			
"KAJO MARU"	Sunday	7th Sept. 3 p.m.	
"AMAKUSA MARU"	Sunday	14th Sept. 2 p.m.	
TAKAO via SWATOW & AMOY.			
"KOTSU MARU"	Thursday	11th Sept.	
TAKAO & KEELUNG.			
"KISHU MARU"	Tuesday	16th Sept.	

For further particulars please apply to—

OSAKA SHOEN KAISHA.

E. SHIMA, Manager.

Telephone Nos. 4086, 4088, 4090.

## COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and OTHER SPANISH PORTS.

S.S. "C. LOPEZ Y LOPEZ"	30th Oct.
S.S. "ISLA DE PANAY"	21st Dec.
For YOKOHAMA, KOBE, NAGASAKI, and SHANGHAI.	
S.S. "C. LOPEZ Y LOPEZ"	15th Oct.
S.S. "ISLA DE PANAY"	3rd Dec.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stevedores and Doctor on board.

O. D. BARRETTO,  
22, Central Avenue, E.O. Canton.BOTEHO BROS.,  
Alexandra Building, Hongkong.

## SOUTH MANCHURIA RAILWAY

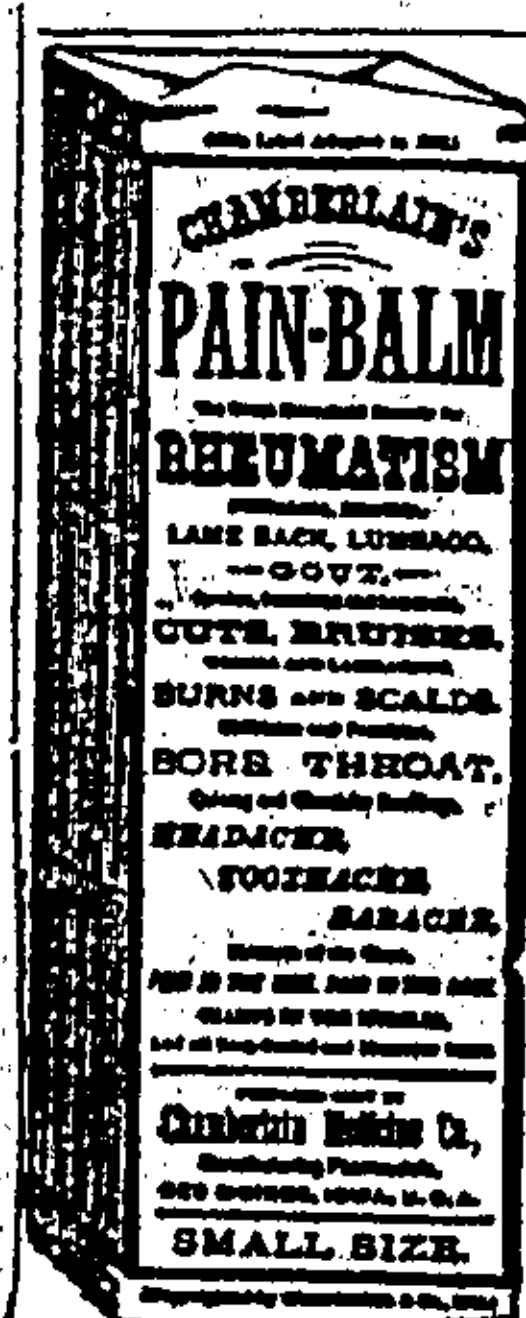
OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSON (KORRA) EAST OF MUKDEN.

## SUMMER HOLIDAY RESORTS

- HOJHIGUAUBA.**—Finest Seaside Summer Holiday Resort in North China. Five miles from Dairen, connected with the city by special motor and carriage road and electric tramway. Yamato Hotel (35 rooms) and 15 furnished bungalows with charming cliff gardens. Bathing, Boating, Fishing, Golf, Tennis, Billiards, Orchestra twice a week. Capital place for children.
- OGONDAL.**—Most beautiful and select Seaside Resort in the Far East. Two miles from Port Arthur. Formerly the Summer Resort of the high Russian officers and officials. Yamato Hotel and 30 villas and bungalows, many with detached servants' quarters. Excellent Bathing, Wonderful Scenery, Historic Battlefields, Ruined and Dismantled Forts, Miles of charming Walks and Drives. Abundant Fishing Facilities. Orchestra twice a week. Best place for high-class families.
- PORT ARTHUR.**—Famous for its two memorable Sieges and its beautiful landlocked Harbour. Exactly one hour's journey Dairen by express train. Yamato Hotel (16 rooms). Sufficient place of historical and scenic interest to fill a month with a fresh walk or drive every day. Most healthy and salubrious spot in the Far East.
- SONGOSAN.**—The famous Diamond Mountain of Korea. A special Summer Resort. Swelling, Switzerland for climate and scenery. Beautiful peaks and charming cascades. Grand recreative holidays. Kongosan Hotel (10 rooms) at Onsan and Choson. Hotel (11 rooms) Cho san.

All under the direct management of the SOUTH MANCHURIA RAILWAY CO. Illustrated Booklets and all information sent free on request.

Applications may be sent to the Hotel Managers at the various resorts or to THE SUPERINTENDENT OF HOTELS, Traffic Department. Cable Add.: MANTRSU. SOUTH MANCHURIA RAILWAY, Dairen. Codes: A.B.C. 5th Ed. A1. Liebers.



## Chamberlain's Pain Balm

Cures

Rheumatism, Lame Back,  
Pains in the Side and Chest,  
Burns, Scalds,  
Sore Muscles, Headache, Toothache,  
Cuts and Bruises.

Sold Everywhere



Look for the full facsimile hyphenated name on the box and brush.

## H.M.S. "VICTORY."

"SAVED FOR ALL TIMES."

A statement as to the progress made in the work of restoring H.M.S. *Victory*, and as to the state of the restoration fund, was made by Admiral of the Fleet Sir F. C. Doveton Sturdee at the annual meeting of the Society for Nautical Research, held at the Royal Institution, Whitehall.

He said that up to date £78,000 had accrued to the fund from subscriptions, and interest on sums deposited at the bank during the past two years had amounted to £2,500. The interest more than covered the expenses of collection, which were only £2,146. There had been a special gift of £800 for the production of the film. "The Romance of the *Victory*."

The Admiralty, he added, had been very good to them and had helped in every way to get the work of restoration done as quickly as possible. He was now negotiating with the Admiralty for the provision of a museum in which could be placed the *Victory* barge, and various relics and records from the ship. Up to the present alterations had been carried out on the prow and the stern of the *Victory*. The upper works were being dealt with and arrangements were being made for installing a complete battery of guns. By the end of the year they would want to acquire, by loan or by some other means, some of the furniture which was in Nelson's cabin at the battle of Trafalgar. They were going to make the ship exactly as it was at the time. The work of "lifting" the ship so as to give it its original waterline had not yet been commenced and until that was done they could not alter the masts and rigging. He thought the Society might congratulate itself on having saved the *Victory* for all time.

Sir Doveton Sturdee further pointed out that the expenses of collecting the restoration fund had been kept low, owing very largely to the generosity of Messrs. Crawford & Co., who had helped with organization and had given the fund an office, rent free. Otherwise expenses might have amounted to anything up to £10,000.

Replying to a question as to making provision for the maintenance of the ship, he said that the Government had offered to see to this, but he thought there would be sufficient funds to make as good a ship for the next 50 years. He did not think the ship should be permanently enlarged.

On the subject of furniture, Mr. M. E. Wren stated that the timber forming the "standard knee," against which Nelson was leaning just before he died, was in the possession of the British and Foreign Sailors Society in East London.

At the close of the meeting, Sir Doveton Sturdee was warmly thanked for his efforts in connection with the restoration of the *Victory*.

## MAN OVERBOARD.

BRITISH CAPTAIN'S SACRIFIC EARN PRAISE FROM INDIAN CREW.

The following remarkable story comes to us from the Secretary of the Imperial Merchant Service Guild—

On the ship's last passage from Calcutta, the Brockbank Liners *Mathura* had a man overboard in what were most remarkable circumstances. Capt. R. G. Hanna, who was in command of the ship, reported that on Sunday, May 25th, at 8.30 a.m. the Chief Engineer reported one of his staff missing. It seemed that after a quarrel in the engine-room with another fireman around about 3.30 a.m., the man had deliberately jumped over the side, although unseen by anyone at the time. In spite, however, of the time that had elapsed, Capt. Hanna determined to turn the ship round and search for the man. The *Mathura* was therefore placed upon the course opposite to what she had been steering, and at 9.58 a.m. the man was sighted ahead. A boat was sent away, and at 10.15 a.m. the man, who was a 3rd fireman (Hindal) (coloured man) was on board the ship apparently very little the worse for his experience. He had therefore been over 6½ hours in the water, and according to his account, during that time several, what he described as "big fish"—evidently sharks—"nosed" him, but he had scared them away by splashing legs and arms.

## A LIFE SAVING RECORD.

This must surely be something of a record in life-saving at sea, and it is only due to the determination of Capt. Hanna to do all that was possible to save the man's life, in spite of the time that had elapsed before the alarm was given. It was estimated that the ship steered 78 miles as from the time that the man entered the water until he was picked up again. The *Mathura* carries for the most part, a native crew, and the natives expressed their delight at the action of their Capt. Snibb in taking the action he did in saving their comrade's life, being clear and indisputable proof to them that a human life at sea is reckoned by a British shipmaster to be of equal importance, irrespective of colour or station in life.

## SAYINGS OF A WEEK.

I will undertake to learn bricklaying in four months.—*Mrs. Alison Garland.*

No bankrupt nation is a good market for any man's goods.—*Mr. Lou Holland.*

Nothing brings people nearer to big things than a little humiliation.—*General Smuts.*

The legend of Whittington's cat was one of the finest pieces of publicity ever invented.—*Sir Louis A. Newton.*

A Government which does not try to attract support merely because of class interest offers the best form of Government for the world in future.—*Mr. Clynes.*

## ANECDOTES OF SPEAKERS.

An enterprising publisher (all publishers are enterprising, as all King's Counsel are eminent, and all Majors gallant) is bringing out a book of anecdotes for the use of people who have to make speeches. He claims, no doubt justly, that it will be a boon to those who are suddenly called upon to say a few words; he might claim, also, that it will be a boon to those who have had plenty of time to prepare, but like to win the credit of ex tempore brilliance. In a book of clever stories arranged in sections to meet the needs of doctors, lawyers, clergymen, politicians, business men, and so forth, there is sure to be some anecdote which will fit the case, and many which will fit any case, or can be made to. Yet we cannot shake off a few obstinate misgivings. When two ladies come to the same party in a similar exclusive Paris "model" of hat or gown, she who arrives second must be very young and fair (or very self-assured) if she does not wish that the earth would open her mouth and swallow her up, and each must be very sweet-tempered if she can think of her rival with perfect charity. Supposing two speakers, suddenly called upon for a few words, and both carefully primed with the same suitable anecdote, may not the harmony of the gathering be endangered? He that comes second is left more defenceless than he would have been without the broken reed that has pierced his hand. Has he other anecdotes in reserve, they will clean escape him. He will make a miserable failure, and in revenge will go home and deeper than did ever plummet sound will drown his book. Again, it is not completely certain that the story chosen will always be appropriate to the company. The stories that thrill or tickle surgeons might not be wholly suitable to a mixed gathering; the story chosen by a lawyer might seem rather dry, that of a clergyman a little mild for full effectiveness. If a man of medicine raised a bluster at a bursar failed to make his point, the rest of his speech must inevitably suffer. From the speaker's point of view, the book will need very careful using.

From the hearer's point of view it must be asked, of sober sadness, whether the effect of it will not be to increase an already heavy burden. If it encourages the confirmed anecdotalist of the luncheon table, or the tea party, it cannot add appreciably to the boredom to which is already immeasurable nuisance; but if it adds to the length of the jocosity of speeches at public meetings, it may cause many people to sigh for the good old days, Paul's Cross, and the common hangman. The usual procedure is this. The chairman introduces the speaker, and in so doing forgets that he himself is not the speaker. Then someone else proposes a vote of thanks to the speaker, someone else seconds that, and the speaker replies. But we are not done with speeches yet. Another person proposes a vote of thanks to the chairman; yet another seconds the vote, and the chairman acknowledges the compliment. We have listened to seven speeches, besides that which we came to hear. Fortunately seven of the speakers had nothing much to say, and at least five of them may be content upon to sit down pretty soon, grumbled for lack of matter. Henceforth, primed by this book of stories, they will have something, not their own, to say, and will insist upon saying it. They will be the last people to know that every story in the very popular book has become as stale as the news that Queen Anne is dead. And we, the humble and patient listeners, as we sit and laugh politely, will realize more and more that the best speech in the world was that made by Captain Gaby, at his own wedding breakfast. If we do not know how to spell it, no more, for sure, did he. But it sounded like "Hahm."—*Times.*

A world no better educated than this will never be very much better than this; it will be a world of race mobs and Lynchings, of pogroms and race brigandage, of furious struggles for disputed territories, and wars and wars and wars.—*Mr. H. G. Wells.*

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.			
KORE	Friday	5th Sept. Noon.	
MANILA	Saturday	6th Sept. 11 a.m.	
SANDAKAN	Saturday	8th Sept. 7 a.m.	
RAIPHONG via HOIHOW	Sunday	7th Sept. 7 a.m.	
SHANGHAI via SWATOW	Sunday	7th Sept. 10 a.m.	
STRAITS & CALCUTTA	Monday	8th Sept. 3 p.m.	
HANGKOK via SWATOW	Monday	8th Sept. 5 p.m.	
SHANGHAI via SWATOW	Tuesday	8th Sept. 10 a.m.	
TSINGTAU via SWATOW	Wednesday	10th Sept. 10 a.m.	
MANILA via AMOY	Saturday	13th Sept. 2 p.m.	
TIENTSIN	Wednesday	17th Sept. Noon.	

**CALCUTTA LINE.**—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

**SHANGHAI LINE.**—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

**MANILA LINE.**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

**HAIPHONG LINE.**—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

**BORNEO LINE.**—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, a.s. "HINSA" and a.s. "MAUSANG." Both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

**TIENTSIN LINE.**—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chaoow.

**BANGKOK LINE.**—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

a.s. "KUTSANG" will be despatched on or about Monday, 8th September, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.  
GENERAL MANAGERS.

Telephone No. CENTRAL 215.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA &amp; JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENOGLE"	1st Oct.
"GLENBANDA"	23rd Sept.
"GLENSHANE"	7th Oct.
"GLENGAREY"	16th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharged
"PEMBROKESHIRE"	13th Sept.	London, Rotterdam and Hamburg.
"GLENIFFER"	28th Sept.	London, Rotterdam and Hamburg.
"GLENOGLE"	11th Oct.	London, Rotterdam and Hamburg.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.  
THE GLEN LINE, LTD., AGENTS.

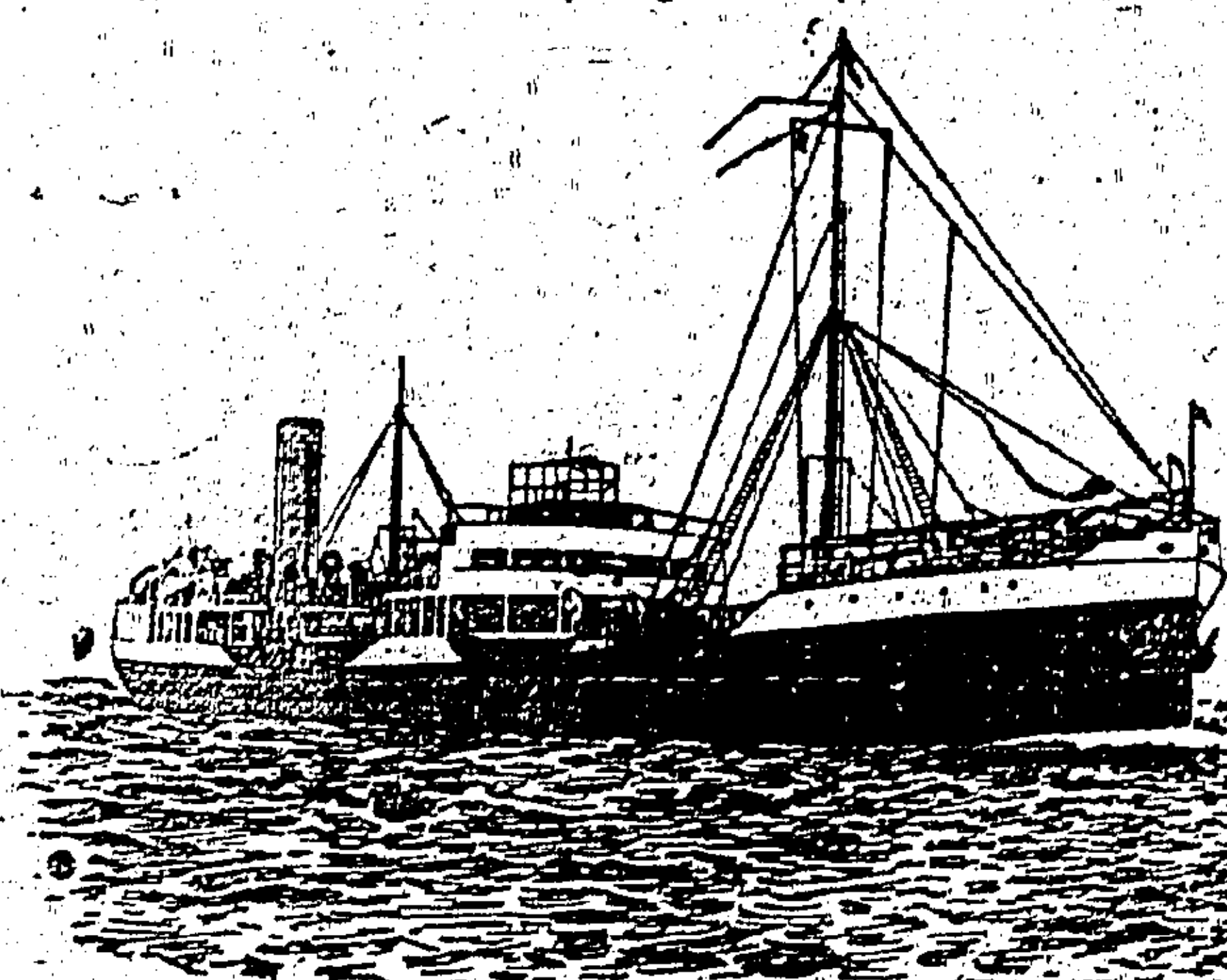
Telephones: Central No. 215 sub-23, and Central 3596.

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1, A.R.C. Fifth Edition; Engineering: First and Second Engineer. Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

427' 0" x 53' 1" x 21' 0" 8,400 tons d.w. x 3,200 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager.

B. M. DYER &amp; Co. M.I.N.A., Kowloon Dock, Hongkong.



## SHIPPING NEWS

## ARRIVALS.

September 2nd.

*Fern*, Swedish str., 1,300 tons, Capt. J. E. Nilsson, from Keelung, with a cargo, lying at buoy No. 144—Y.K.K.

*Jude*, French str., 380 tons, Capt. P. B. Morganti, from Haiphong, with a general cargo, lying at buoy No. 178—Kai Yue.

*Kwai Sang*, British str., 1,325 tons, Capt. D. Skinner, from Bangkok and Swatow, with a general cargo, lying at buoy No. 137—J. M. & Co.

*Mikawa Maru*, Japanese str., 1,820 tons, Capt. M. Tanaka, from Taiharu, with a cargo of limestone—Y.K.K.

*Rumeo*, British str., 3,230 tons, Capt. W. McDonald, from Shanghai, with a general cargo, lying at Admiralty buoy No. 1—Bank Line.

*Tadma*, British str., 6,154 tons, Capt. G. Simpson, from Amoy, with a general cargo, lying at buoy No. A27—MacKinnon, MacKenzie & Co.

*Tientsin*, British str., 1,220 tons, Capt. C. H. Jones, from Shanghai, with a general cargo, lying at buoy No. 178—B. & S.

September 3rd.

*Hai Fung*, British str., 1,430 tons, Capt. W. S. Turnbull, from Foochow, Swatow, and Amoy, with a general cargo, lying at Douglas wharf—Douglas, Haydock & Co.

*Hai Fung*, Chinese str., 771 tons, Capt. H. Taft, from Keelung, with a cargo of coal, lying at buoy No. 144—Shirohachi & Co.

*Hydrangea*, British str., 561 tons, Capt. W. Brewer, from Swatow, with a general cargo, lying at Chin On wharf—Chin On S.S. Co.

*Kaiyo Maru*, Japanese str., 1,230 tons, Capt. T. Murohara, from Keelung, with a general cargo and coal, lying at O.K. wharf—O.S. & Co.

*Langchow*, British str., 1,230 tons, Capt. D. T. James, from Shanghai and Swatow, with a general cargo, lying at buoy No. 112—B. & S.

*Lushan Maru*, Japanese str., 1,507 tons, Capt. N. Nakamura, from Shanghai, with a general cargo, lying at Stone cutters—Y.K.K.

*Meiji Maru*, Japanese str., 4,320 tons, Capt. M. Murakami, from Manila, with a general cargo, lying at buoy A1—Y.K.K.

*Ming Sang*, British str., 909 tons, Capt. J. H. Ferguson, from Hoihow, with a general cargo, lying at buoy No. C35—J. M. & Co.

*Sardinia*, British str., 4,106 tons, Capt. O. Higgins, from Shanghai, with a general cargo, lying at buoy No. A3—MacKinnon, MacKenzie & Co.

*Wah Shan*, Chinese str., 238 tons, Capt. Chan Nam, from Kwang Chow Wan, with a general cargo, lying at Hantak wharf—Shu Lee S.S. Co.

*Wah Shan*, British str., 1,302 tons, Capt. E. M. Gellie, from Shanghai, with a general cargo, lying at buoy E10—B. & S.

## CLEARANCES.

September 3rd.

*Bandoeng Maru*, for Moji.

*Cheongching*, for Tientsin.

*City of Glasgow*, for Shanghai.

*Empress of Canada*, for Manila.

*Glenogle*, for Shanghai.

*Haipin*, for Canton.

*Kwong Maru*, for Takao.

*Langchow*, for Canton.

*Langchow*, for Pakhoi.

*Lushan Maru*, for Canton.

*Macassar Maru*, for Batavia.

*Meiji Maru*, for Keelung.

*President Madison*, for Manila.

*Romeo*, for Manila.

*Sardinia*, for Singapore.

*Shanyo Maru*, for Keelung.

*Shinsei Maru*, for Hongay.

*Shunka Maru*, for Kobe.

*Soochow*, for Swatow.

*Takao Maru*, for Swatow.

*Takao Maru*, for Macao.

*Takao Maru*, for Hongay.

*Tsimanuck*, for Hantak.

*Venus*, for Manila.

*Wah Shan*, for Kwang Chow Wan.

*West Tarakan*, for San Francisco.

*Yue Ying Wai*, for Hoihow.

*Yunnan*, for Hoio.

## PASSENGERS.

Per s.s. *Hydrangea*, on September 3rd:—Mr. and Mrs. Gortz.

## VESSELS EXPECTED.

*Atsuta Maru* (N.Y.K.), due September 8th.

*Autolytus* (Blue Funnel), due September 10th.

*Benlaurer* (Bin), due September 6th.

*Calcutta* (Blue Funnel), due September 27th.

*Empress of Russia*, due September 15th.

*Hellas* (Blue Funnel), due to-day.

*Kashmir* (P. & O.), due to-day.

*London Maru* (O.S.K.), due September 5th.

*Moji Maru* (N.Y.K.), due September 10th.

*Patrolus* (Blue Funnel), due September 15th.

*Penang Maru* (N.Y.K.), due to-day.

*President Harrison* (Dollar), due Sept. 15th.

*President McKinley* (Admiral Oriental), due September 14th.

*President Van Buren* (Dollar), due Sept. 20th.

*Rheus* (Blue Funnel), due September 6th.

*Schlesien* (N.D.L.), due September 10th.

*Soudan* (P. & O.), due September 5th.

*Trier* (N.D.L.), due September 12th.

*Yoshino Maru* (N.Y.K.), due September 10th.

## VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, etc.	Kankura Maru	Jap.	Nippon Yusen Kaisha	On —
New York & Boston	Southwestern Miller	Brit.	Princo Line	On 1st Oct.
Boston & New York via Suez	Persons	Brit.	The Bank Line, Limited	On 10th inst.
SAN FRANCISCO via SUEZ & JAP. PORTS & H.L.	President Lincoln	Am.	Pacific Mail S.S. Co.	On 10th inst. 10 a.m.
SAN FRANCISCO, etc.	West Sequana	Am.	Strathers & Barry	On 10th inst.
VICTORIA & VANCOUVER, B.C. via SHANGHAI, etc.	Empress Canada	Brit.	Canadian Pacific O.S. Ltd.	On 13th inst.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 26th inst. 11 a.m.
VICTORIA, SEATTLE, YACOMA, VANCOUVER, etc.	Arabis Maru	Jap.	Osaka Shosen Kaisha	On 26th inst.
VICTORIA, SEATTLE & VANCOUVER	Arabis Maru	Brit.	Butterfield & Swire	On 26th inst.
SEATTLE & VICTORIA via SUEZ & JAP. PORTS	Frederick Madison	Am.	Admiral Oriental Line	On 12th inst.
MARSEILLES, LONDON & ANTWERP	Kalyan	Brit.	P. & O. S. S. Co.	On 6th inst.
MARSEILLES, etc.	Azay Le Rideau	Brit.	Messageries Maritimes	On 7th inst.
MARSEILLES, etc.	Paul Leat	Brit.	Messageries Maritimes	On 14th inst.
MARSEILLES, etc.	Andre Lebon	Brit.	Messageries Maritimes	On 26th inst.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, etc.	Haruna Maru	Jap.	Nippon Yusen Kaisha	On 11th inst.
MARSEILLES, LONDON, R'DAM, LEITH & GLASGOW	City of Manila	Brit.	The Bank Line, Ltd.	On 6th inst.
MARSEILLES, HAVRE, LIVERPOOL & GLASGOW	Euryalus	Brit.	Butterfield & Swire	On 10th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, etc.	Schlesien	Brit.	Melchers & Co.	On 6th inst.
LONDON, ROTTERDAM & HAMBURG	Argon Maru	Jap.	Osaka Shosen Kaisha	On 5th inst.
LONDON, ROTTERDAM & HAMBURG	Pembrokehire	Brit.	Jardine, Matheson & Co., Ltd.	On 13th inst.
ANTWERP, ROTTERDAM, HAMBURG & BREMEN	Boston	Dut.	Java-China-Japan-Lijn	On 6th inst.
ANTWERP, ROTTERDAM & HAMBURG	Albert Vogler	Ger.	Kontor Brockmann & Co.	On 21st inst.
BOAT via SINGAPORE & COLOMBO	Sado Maru	Jap.	Nippon Yusen Kaisha	On 8th inst. 3 p.m.
STRAITS & CALCUTTA	Kutsang	Jap.	Jardine, Matheson & Co., Ltd.	On 5th inst. 1 p.m.
SINGAPORE, PENANG & CALCUTTA	Talua	Brit.	P. & O. S. S. Co.	On 5th inst. Noon
SINGAPORE, PENANG, COLOMBO, BOMBAY, etc.	Sordana	Brit.	P. & O. S. S. Co.	On 30th inst.
SINGAPORE & BELAWAN-DELI	Van Olson	Dut.	Java-China-Japan-Lijn	On 11th inst.
BREMER, YACHT & TIENTSIN	Venezia	Ital.	Dodwell & Co., Ltd.	On 7th inst.
WEIHAIWEI, CHEFOO & TIENTSIN	Kueichow	Brit.	Butterfield & Swire	On 10th inst. 4 p.m.
HAIPHONG via SHANGHAI & FAKHOI	Chukwa Maru	Jap.	Yamashita Kisen Kaisha	About 3rd inst.
KEELUNG via SWATOW & AMOY	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	On 6th inst. 1 p.m.
SANDAN	Manang	Brit.	Nippon Yusen Kaisha	On 17th inst. 1 a.m.
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 1st Oct.
AUSTRALIAN PORTS	Arabis	Brit.	P. & O. S. S. Co.	On 10th Oct.
SHANGHAI, KOBE & YOKOHAMA	Ponang Maru	Jap.	Nippon Yusen Kaisha	On 8th inst.
SHANGHAI via SWATOW & SHANGHAI	Kwong-sang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst. 10 a.m.
SHANGHAI, MOJI & KOBE	Kashmir	Brit.	P. & O. S. S. Co.	On 5th inst.
SHANGHAI, MOJI & KOBE	Morea	Brit.	P. & O. S. S. Co.	On 5th inst.
SHANGHAI & KOBE	Soudan	Brit.	P. & O. S. S. Co.	About 5th inst.
YOKOHAMA, MOJI & KOBE	Finme-L	Ital.	Dodwell & Co., Ltd.	On 8th inst.
AMOI & SHANGHAI	Tyiboda	Brit.	Java-China-Japan-Lijn	On 10th inst.
MOJI & KOBE	Taira	Brit.	P. & O. S. S. Co.	On 6th inst. 5 p.m.
YOKOHAMA, KOBE, NAGASAKI & SHANGHAI	Arabis	Brit.	P. & O. S. S. Co.	On 12th Oct.
JAPAN LIGHTS	G. Lopez Y Lopez	Span.	Botelhe Bros.	On 6th inst.
TIENTSIN	London Maru	Jap.	Osaka Shosen Kaisha	On 17th inst. Noon
BATAVIA	Chiphing	Brit.	Jardine, Matheson & Co., Ltd.	About 10th inst.
CALCUTTA via SINGAPORE, PENANG & RANGOON	Tjisalak	Dut.	Java-China-Japan-Lijn	On 26th inst.
CALCUTTA via SINGAPORE, PENANG & RANGOON	Hamburg Maru	Jap.	Osaka Shosen Kaisha	On 7th inst. 7 a.m.
HAIPHONG via HOIHOW	Lake Tilpen	Am.	Pacific Mail S.S. Co.	On 8th inst. 230 p.m.
AMOI, SWATOW & SINGAPORE	Mingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 5th inst.
SWATOW & B. COKE	Kingyan	Brit.	Butterfield & Swire	On 5th inst. 230 p.m.
SWATOW, AMOI & FOOCHOW	Kwongchow	Brit.	Butterfield & Swire	On 5th inst. 1 p.m.
SWATOW, AMOI & FOOCHOW	Hai-Ning	Brit.	Douglas Lafrank & Co.	On 9th inst. 5 p.m.
MANILA	Empress Canada	Brit.	Canadian Pacific O.S. Ltd.	On —
MANILA	Yuccang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th inst. 11 a.m.
MANILA	President McKinley	Am.	Admiral Oriental Line	On 15th inst.
MANILA, SINGAPORE, COLOMBO, etc.	C. Lopez Y Lopez	Span.	Botelhe Bros.	On 10th Oct.
MANILA, CEBU & ZAMBOANGA	West Carmona	Brit.	Strathers & Barry	On 25th inst.

## SHIPPING MOVEMENTS.

The R.M.S. *Empress of Canada*, Capt. S. Robinson, C.B.E., R.D., R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., via Shanghai, Kobe and Yokohama at noon on Friday 12th.

The R.M.S. *Empress of Asia* arrived at Kobe on September 3rd at 7 a.m., left the same day at 5 p.m., and is due at Yokohama on Friday, September 5th, at 8 a.m.

The P. & O. s.s. *Kalyan* left Shanghai for this port on the 2nd inst. at 5 p.m., and is due here on the 5th inst. about 6 a.m.

The E. & A. Co.'s s.s. *Arifura* left Manila for this port on the afternoon of the 2nd inst., with the outward Australia mail, and is due here on the morning of the 5th inst.

The N.Y.K. s.s. *Atsuta Maru* (European passenger line), left Singapore for Hongkong on September 2nd, and is expected here on September 7th.

The N.Y.K. s.s. *Haruna Maru* (European passenger line), left Moji for Hongkong via Shanghai on September 2nd, and is expected to arrive here on Sept. 9th.

The N.Y.K. s.s. *Yamaguchi Maru* (Calcutta line), left Singapore for Hongkong on September 2nd, and is expected to arrive here on September 10th.

The N.Y.K. s.s. *Utagawa Maru* (Hamburg line), left Singapore for Hongkong on September 1st, and is expected here on September 7th.

The N.Y.K. s.s. *Penang Maru* (Calcutta line), left Singapore for Hongkong on September 1st, and is expected here on September 6th.

The s.s. *Orestes* (Blue Funnel) left Liverpool on August 20th for Hongkong, Shanghai and Japan, and is due here on or about October 9th.

The s.s. *Ajor* (Blue Funnel), left Liverpool on August 31st for Hongkong, Shanghai and Japan, and is due here on or about October 9th.

## ON SALE.

HONGKONG HANSAARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1923.

Revised by the Members.

PRICE ... 85.

DAILY PRESS OFFICE.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, etc.

Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance—\$12 per annum. Including Postage to any part of the world—\$14.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS

LOCAL NEWS.

The Paper to send Home.

## CANADIAN PACIFIC

## IMPORTANT.

THE

## "EMPRESS OF CANADA"

WILL SAIL FROM

## HONGKONG

TO

## VANCOUVER

via Shanghai, Kobe & Yokohama.

12 O'CLOCK NOON.

"FRIDAY, SEPTEMBER 12th

INSTEAD OF SATURDAY, SEPT. 13th.

Passenger Department: Telephone C. 752. Cables: "GACANPAC."

Freight and Express: Telephone C. 42. Cables: "NAUTILUS."



## KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

## THE STEAMSHIP

## "VAN CLOON"

will be despatched to

SINGAPORE, PENANG and BELAWAN-DELI DIRECT.

11th September, 1924.

1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation All lower berths. Doctor carried. English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

For Freight and Passage, apply to:—

JAVA-CHINA-JAPAN-LYN, Agents.

Telephone Central No. 1574. YORK BUILDING, CHATER ROAD.

## PACIFIC MAIL

## STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD  
HONGKONG TO SAN FRANCISCO

SHANGHAI KOBE YOKOHAMA & HONOLULU

S.S. "PRESIDENT LINCOLN" ... Wednesday, September 10th, at 10 a.m.  
S.S. "PRESIDENT CLEVELAND" ... Wednesday, September 24th, at 4 p.m.  
Sailing and Fare subject to Change Without Notice.

## LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT  
SAN FRANCISCO  
LOS ANGELES  
SALT LAKE  
CHICAGO  
NEW YORK

CONNECTING WITH ANY  
DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT  
YOSEMITE  
GRAND CANYON  
FEATHER RIVER  
YELLOW STONE PARK  
NIZGARA FALLS.

## HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" ... Sunday, September 14th, at Noon.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: "SOLANO" Tel. Central 141. Canton Agents: HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G.3405, G.3406, G.3407.

KAGA MARU ... Friday, 29th Sept., at 11 a.m.

IYO MARU ... Wednesday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.

HARDUA MARU ... Wednesday, 10th Sept. at 11 a.m.

KAMO MARU ... Wednesday, 24th Sept.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Friday, 28th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

TSURUGA MARU (Calle Glasgow) ... Monday, 8th Sept.

DELAGA MARU ... Sunday, 28th Sept.

SYDNEY & MELBOURNE via Manila Ports.

TANGO MARU ... Wednesday, 17th Sept. at 11 a.m.

YOSHINO MARU ... Wednesday, 15th Oct.

NEW YORK & BOSTON via PANAMA.

Buenos Aires via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.

SADO MARU ... Sunday, 21st Sept.

TOKUSHIMA MARU ... Monday, 19th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

YAMAGATA MARU ... Monday, 8th Sept.

CALCUTTA MARU ... Friday, 19th Sept.

JAVA & CALCUTTA via Batavia.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 11th Sept.

SHANGHAI, KOBE & YOKOHAMA.

PENANG MARU ... Monday, 8th Sept.

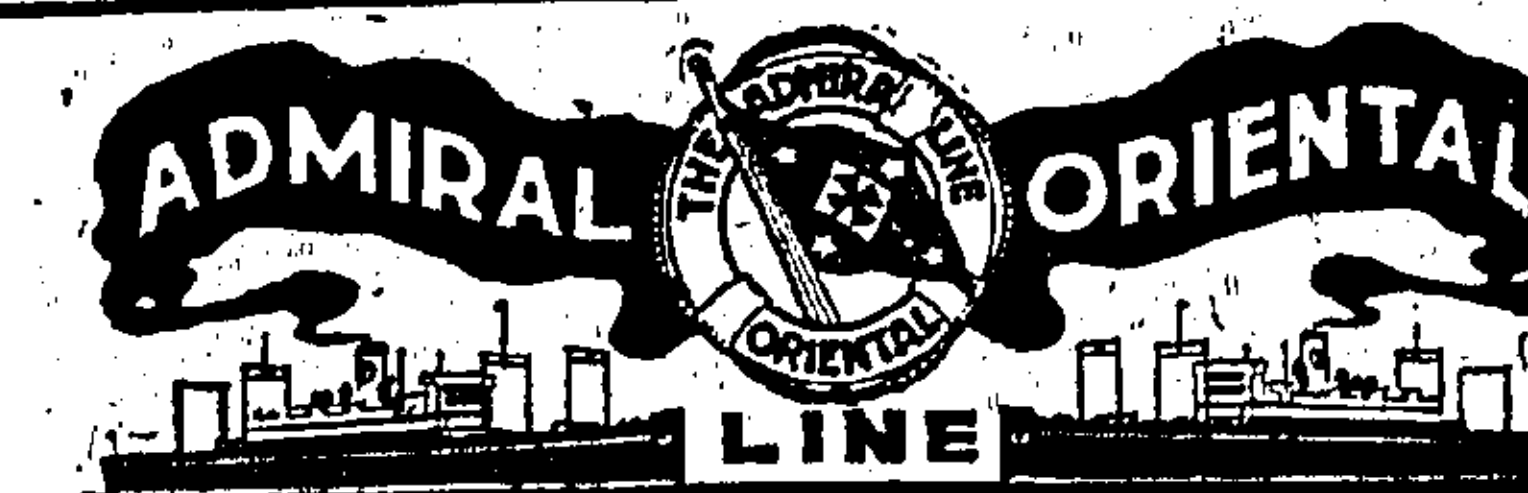
MATSUYE MARU ... Monday, 8th Sept.

ATSUTA MARU ... Wednesday, 10th Sept.

KASHIMA MARU ... Tuesday, 2nd Sept.

For further information, apply to—

Telephone: Central Nos. 292, 293 & 2423. Y. YAMAMOTO, Manager.



ADMIRAL ORIENTAL LINE.

## FREIGHT AND PASSENGER

THE NEW FAST AMERICAN STEAMERS TO

## SEATTLE &amp; VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MADISON" ... Sept. 15th.  
"PRESIDENT McKINLEY" ... Sept. 24th.  
"PRESIDENT JACKSON" ... Oct. 6th.  
"PRESIDENT JEFFERSON" ... Oct. 18th.  
"PRESIDENT GRANT" ... Oct. 30th.

TO EUROPE—£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

## TO MANILA

"PRESIDENT McKINLEY" ... Sept. 5th.  
"PRESIDENT JACKSON" ... Sept. 17th.  
"PRESIDENT JEFFERSON" ... Oct. 9th.

Through Bills of Lading to all United States and Canadian Overland Points, also via Panama Canal Lines to Atlantic Ports. Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to—

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building (Ground Floor).



# ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF MANILA" ..... 11th Sept. .... Havre, L'don, E'dam, & Hamburg.

## PASSENGER SERVICE.

"CITY OF LABORE" ..... 16th Oct. .... Shanghai and Japan.  
 "CITY OF LABORE" ..... 4th Dec. .... Marseilles, London, etc.  
 "CITY OF KARACHI" ..... 28th Jan. .... Do.  
 "CITY OF BARODA" ..... 30th Feb. .... Do.

"A" Class. "B" Class.

## FARES TO LONDON.

SINGLE 1st Class "A" ... £22. "B" ... £24. | SINGLE 2nd Class "A" ... £12. "B" ... £14.  
 Cargo Steamer, Saloon Passage—£68.

For further particulars, apply to—

THE BANK LINE LTD.

(Tel. Central 790).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

# BOSTON NEW YORK & BALTIMORE

Joint Service of the

## BLUE FUNNEL LINE.

(OCEAN S.S. CO. LTD. AND CHINA MUTUAL S.S. CO. LTD.)

AND

# AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

## Sailings from Hongkong.

"PERSEUS" ..... via Suez Canal ..... 10th Sept.  
 "CITY OF YOKOHAMA" ..... via Suez Canal ..... 21st Sept.  
 "TEUCER" ..... via Suez Canal ..... 1st Oct.  
 "EURYLOCHUS" ..... via Suez Canal ..... 11th Oct.

\*Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

# M. MESSAGERIES MARITIMES M.

## SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkg. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AZAY LE BIDEAU .....	—	—	7th Sept.
PAUL LECAT .....	—	—	14th Sept.
ANDRE LEBON .....	—	—	23rd Sept.
AMBOISE .....	—	—	13th Oct.
CHANTILLY .....	14th Aug.	15th Sept.	16th Oct.
PORTOS .....	23rd Aug.	24th Sept.	16th Oct.
	11th Sept.	14th Oct.	9th Nov.

## RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ..... £ 95. 0s. 0d. | B CLASS (1st Class) ..... £ 83. 0s. 0d.  
 STEAMERS 2nd ..... £ 65. 0s. 0d. | STEAMERS 2nd ..... £ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

## LIGNE COMMERCIALES (Cargo Boats).

"C. P. LECOCQ" from DUNKIRK, LONDON & HAVRE is due

to arrive about 3rd week of September.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

# DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ..... Capt. W. S. Tarnhill ..... Friday, 5th Sept., at 1 p.m.  
 HAIPHONG ..... Capt. W. C. Passmore ..... Tuesday, 9th Sept., at 5 p.m.  
 HAIPHONG ..... Capt. Ellis Walker ..... Friday, 12th Sept., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

# PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SOUTHWESTERN MILLER" ..... 1st October.  
 S.S. "MOORISH PRINCE" ..... 1st November.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

Telegrams: Furness.

(Incorporated in Great Britain)

King's Building.

# P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).  
**MAIL AND PASSENGER SERVICES**  
 STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.  
 (Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	8,584	4th Sept.	Norfolk, Penang, Colombo & B'way.
"KALYAN"	11,118	6th Sept.	Norfolk, Penang, Colombo & B'way.
"NAGOYA"	8,584	11th Sept.	do.
"KAISAR-I-HIND"	11,430	20th Sept.	do.
"SOUDAN"	8,584	30th Sept.	S'pore, Penang, Colombo & B'way.
"KASHMIR"	8,584	4th Oct.	Mars., London & Antwerp.
"PESHAWAR"	7,834	14th Oct.	do.
"MOREA"	10,911	18th Oct.	do.
"SICILIA"	8,513	27th Oct.	S'pore, Penang, Colombo & B'way.
"KASHGAR"	8,584	1st Nov.	Mars., London & Antwerp.
"MALWA"	10,941	15th Nov.	do.
"SARDINIA"	8,584	25th Nov.	S'pore, Penang, Colombo & B'way.
"KARMA"	9,098	29th Nov.	Mars., London & Antwerp.
"MANTUA"	10,902	13th Dec.	do.
"SOUDAN"	8,584	23rd Dec.	S'pore, Penang, Colombo & B'way.
"KHIVA"	9,098	27th Dec.	Marseilles, L'don. & A'warp.
"MACEDONIA"	11,089	10th Jan.	Marseilles, London & A'warp.
"SICILIA"	8,513	20th Jan.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"KASHMIR"	10,911	7th Feb.	do.
"MALWA"	10,941	21st Feb.	do.
"KASHGAR"	8,584	7th Mar.	do.
"MANTUA"	10,902	21st Mar.	do.
		4th Apr.	do.

## BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	5th Sept. 1 p.m.	Singapore, Penang & Calcutta
"TILAWA"	10,000	16th Sept.	do.
"TALMA"	8,500	3rd Oct.	do.
"TAKADA"	8,549	25th Oct.	do.

## EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	1st Oct.	Manila, Sandakan, Thursday
"ST. ALBANS"	4,300	29th Oct.	Island, Townsville, Brisbane,
"EASTERN"	4,000	25th Nov.	Sydney & Melbourne.

Frequent connections from Australia with the following—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver

The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI AND JAPAN

"KASHMIR"	8,513	5th Sept. 4 p.m.	Shanghai, Moji & Kobe.
"SOUDAN"	8,584	6th Sept. 4 p.m.	Shanghai & Kobe.
"ARAFURA"	6,000	6th Sept. 6 p.m.	Moji & Kobe.
"TAKADA"	8,549	10th Sept.	do.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,584	3rd Oct.	do.
"ST. ALBANS"	4,300	4th Oct.	Moji & Kobe.
"SICILIA"	8,513	4th Oct.	Shanghai & Kobe.
"TAKADA"	8,549	6th Oct.	Moji & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"TALMA"	10,000	22nd Oct.	Moji & Kobe.
"KARMA"	9,098	1st Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"SARDINIA"	8,584	1st Nov.	Shanghai & Kobe.
"TILAWA"	10,000	3rd Nov.	Moji & Kobe.
"MANTUA"	10,902	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,098	29th Nov.	do.
"SOUDAN"	8,584	29th Nov.	Shanghai & Kobe.
"ARAFURA"	6,000	6th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	do.
"SICILIA"	8,513	27th Dec.	Shanghai & Kobe.
"ST. ALBANS"	4,300	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,513	21st Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,584	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	Shanghai, Moji & Yokohama.
"KARMA"	9,098	21st Mar.	Shanghai, Moji & Kobe.
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\*Passengers for Bangkok must defray their own Hotel expenses at Singapore while waiting for the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, HENDERSON & CO.

22, Des Voeux Road Central, HONGKONG

Agents.

# Y. K. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.  
 Coalmine Owners General Coal Merchant.

## REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

SAILING FROM HONGKONG.

For CANTON

For HAIPHONG via Hoihow & Pakhoi

"CHUKWA MARU" ..... on or about 5th Sept.

For KEELUNG via Swatow & Amoy

"TAKWA MARU" ..... on or about 4th Sept.

For further particulars, please apply to—

Branch Office: No. 27, Bonham Strand West, Tel. Central No. 155.

Head Office: 11, MITARAI, AGENT, Top Floor King's Building, Tel. Central Nos. 140 & 447.

# CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SWATOW & SHANGHAI	"SOOCHOW"	On 4th Sept. 2.30 p.m.
FOHCHOW & SHANGHAI	"CHIN HUA"	On 5th Sept. 10 a.m.
SHANGHAI & SHINGTAO	"LIANG CHOW"	On 6th Sept. Noon
SHANGHAI & NEWCHOW	"CHUNG KANG"	On 7th Sept. D.L.
HAIPHONG & SINGAPORE	"CHENG TUNG"	On 7th Sept. D.L.
SWATOW & SHANGHAI	"YING CHOW"	On 7th Sept. 2.30 p.m.
AMOY & SHANGHAI	"SHANTUNG"	On 8th Sept. D.L.
SWATOW & BANGKOK	"KWANG CHOW"	On 9th Sept. 2.30 p.m.
AMOY, SWATOW & SINGAPORE	"KING YUAN"	On 9th Sept. 2.30 p.m.
WAIHAIWAI, CHEFOO & TIENTSIN	"KUEI CHOW"	On 10th Sept. 4 p.m.
SWATOW & SHANGHAI	"SUI YANG"	On 11th Sept. 2.30 p.m.
AMOY, SWATOW & SINGAPORE	"TEAN"	On 14th Sept. 2.30 p.m.
SWATOW & BANGKOK	"KALGAN"	On 16th Sept. 2.30 p.m.
WAIHAIWAI, CHEFOO & TIENTSIN	"HUICHOW"	On 20th Sept. 4 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidst ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Mondays (via Swatow and extending to Fukuoka), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Wusung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

# AUSTRALIAN ORIENTAL LINE

## HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

### SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thursday & Aus. Ports about
"TAIYUAN"	5th October	10th October.
"CHANGSHA"	31st October	4th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE, Agents.

Telephone No. Central 38.

# DODWELL & CO., LTD.

## NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

## LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

## NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "PERSEA" ..... Sails about 30th September.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" ..... Sails about 7th September.

S.S. "LACONIA" ..... Sails about 4th October.

S.S. "FIORELLI" ..... Sails about 7th October.

S.S. "PERSEA" ..... Sails about 7th November.

\* Cargo only.

## NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ..... Sails about 31st August.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1030.

Agents.

# STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "WEST SEQUANA" ..... Das Hongkong 14th Sept.  
 Leave Hongkong 16th Sept.  
 U.S.S. "WEST PROSPECT" ..... Das Hongkong 23rd Sept.  
 Leave Hongkong 25th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.

THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S. "WEST JARMUNA" ..... Das Hongkong 23rd Sept.  
 Leave Hongkong 25th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.



## POST OFFICE NOTICE.

## INWARD MAILS.

FROM	PER	DATE
Europe via Suez (Letters & papers, London, 7th Aug. and parcels, 31st July)	Kashmir	4th Sept.
FRANCE & MANILA	Tsingtau	4th Sept.
STRAITS	Arafura	5th Sept.
SHANGHAI	Soudan	5th Sept.
JAVA	Kulgan	5th Sept.
SHANGHAI	Tsibodas	6th Sept.
SHANGHAI	Shantung	6th Sept.
JAVA	Changou	6th Sept.
SHANGHAI	Tsienkung	7th Sept.
JAVA	Sarpedon	8th Sept.
SHANGHAI	Emp. of Canada	8th Sept.
MANILA	Atula Maru	9th Sept.
STRAITS	Haruna Maru	9th Sept.
JAVA	Tjilatjap	14th Sept.
U.S.A., HONOLULU, JAPAN AND SHANGHAI	Pres. Harrison	15th Sept.
JAPAN	Tango Maru	18th Sept.
AUSTRALIA & MANILA	Taiguang	22nd Sept.

## OUTWARD MAILS.

FOR	PER	DATE
Hohow, Tourane and Quinhon	Yue Ying Wa	Thursday, 4th, 8.00 A.M.
Straits, India, Ceylon, Mauritius, E. & S. Africa	Sardinia	12.30 P.M.
Belgon, Formosa, Shanghai, Japan, Honolulu, U.S.A. Central and South America, Canada & Europe via San Francisco due San Francisco 30th Sept.	Shingo Maru	Reg. Letters 2.45 P.M. 3.30 P.M.
Swatow, Hongkong, Haiphong	Hydrangas	3.30 P.M.
Hohow, Pakoi and Haiphong	Sun Ning	3.45 P.M.
	New Mathilda	5.00 P.M.
	Chukwa Maru	5.00 P.M.
Hohow	Chinhua	Friday, 5th, 8.30 A.M.
Japan	Namsing	10.30 A.M.
Straits and Calcutta	Tatna	11.30 A.M.
Swatow, Amoy and Foochow	Haidou	Noon
Shanghai and Japan	Kashmir	2.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via MARSEILLES due MARSEILLES, 4th Oct.	Kulgan	Parcels, 5th, 8.00 P.M. Saturday, 6th, 9.45 A.M. Registration, 10.30 A.M. Letters, 10.00 A.M.
Shanghai, Japan, Honolulu, Canada, U.S.A. & S. America, & Europe via SAN FRANCISCO due San Francisco, 3rd Oct. & Europe via Siberia. (Correspondence specially superscribed "via Siberia" only)	Luangchow	10.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via MARSEILLES due MARSEILLES, 11th Oct.	Yueying	10.00 A.M.
Shanghai and Japan	Atula Maru	Noon
Java via Batavia	Arafura	3.30 P.M.
Hohow and Haiphong	Mingau	Reg. Letters 4.15 P.M. 5.00 P.M.
Java via Scerabala	Kuikiang	5.00 P.M.
Swatow, Amoy and Formosa	Tsiki	Sunday, 7th, 9.00 A.M.
Japan	Kaijo Maru	9.00 A.M.
	Gito Maru	9.00 A.M.
Straits and Calcutta	Kulgan	Monday, 8th, 1.00 P.M.
Swatow and Bangkok	Kuikiang	3.30 P.M.
Amoy	Shantung	5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via MARSEILLES due MARSEILLES, 7th Oct.	Sarpedon	Tuesday, 9th, Registration 9.45 A.M. Letters 10.30 A.M.
Amoy, Swatow and Bangkok	Kuikiang	1.00 P.M.
Swatow, Amoy and Foochow	Kuikiang	1.00 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A. & S. America, & Europe via SAN FRANCISCO due San Francisco, 3rd Oct. & Europe via Siberia. (Correspondence specially superscribed "via Siberia" only)	Pres. Lincoln	Parcels, 9th, 6.10 P.M. Wednesday, 10th, Registration 8.00 A.M. Letters 8.00 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via MARSEILLES due MARSEILLES, 11th Oct.	Haruna Maru	Wednesday, 10th, 8.45 A.M. Reg. Letters 9.30 A.M. 10.30 A.M.
Shanghai and Japan	Atula Maru	11.00 A.M.
Java via Batavia	Tjilatjap	

\*Correspondence bearing vessels, same only.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

ATREUS	6TH SEPT.	London, Rotterdam & Hamburg
SARPEDON	9TH SEPT.	Marseilles, London, Rotterdam & Glasgow
GLAUCUS	15TH SEPT.	London, Rotterdam, Hamburg & Dunkirk
EUMAEUS	22ND SEPT.	London, Hull, Rotterdam & Hamburg

## LIVERPOOL SERVICE

EURYPYLUS	6TH SEPT.	Marseilles, Havre, Liverpool & Glasgow
ANTIOCHUS	20TH SEPT.	Genoa, Marseilles, Liverpool & Glasgow
KT. TEMPLAR	1ST OCT.	Marseilles, Havre, Liverpool & Glasgow

## PACIFIC SERVICE

ACHILLES	20TH SEPT.	Victoria, Seattle & Vancouver
PHILOCTETES	14TH OCT.	Victoria, Seattle & Vancouver

## NEW YORK SERVICE

PERSEUS	10TH SEPT.	Boston & New York Baltimore
TEUCER	18TH OCT.	Boston & New York Baltimore
EURYLOCHUS	11TH OCT.	Boston & New York Baltimore

## PASSENGER SERVICE

PATROCLUS	16TH SEPT.	Shanghai
SARPEDON	9TH SEPT.	Singapore, Marseilles & London
PATROCLUS	21ST OCT.	Singapore, Marseilles & London
MENTOR	17TH NOV.	Singapore, Marseilles & London
HECTOR	16TH DEC.	Singapore, Marseilles & London
TEIRESIAS	29TH DEC.	Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.  
FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO  
**BUTTERFIELD & SWIRE, AGENTS.**

## COMMERCIAL.

## OPENING QUOTATIONS.

September 3rd, 1924.

On LONDON.—	
Telegraphic Transfer	2 1/2
Bank Bills, on demand	2 1/2 7/16
Bank Bills, at 30 days' sight	2 1/2
Bank Bills, at 4 months' sight	2 1/2
Credits, at 4 months' sight	2 1/2
Documentary Bills, 4 months' sight	2 1/2
On PARIS.—	
Bank Bills, on demand	985
Credits, 4 months' sight	1,085
On NEW YORK.—	
Bank Bills, on demand	53 1/2
Credits, at 30 days' sight	54 1/2
On BOMBAY.—	
Telegraphic Transfer	16 1/2
Bank Bills, on demand	16 1/2
On CALCUTTA.—	
Telegraphic Transfer	16 1/2
Bank Bills, on demand	16 1/2
On SHANGHAI.—	
Bank Bills, at sight	nom.
Private 30 days' sight	138 1/2
On YOKOHAMA.—	
On demand	103 1/2
On SINGAPORE.—	
On demand	101 1/2
On BATAVIA.—	
On demand	138 1/2
On HAIPHONG.—	
On demand	nom.
On SAIGON.—	
On demand	nom.
On HONGKONG.—	
On demand	73 1/2
SOVEREIGN, Bank's Buying rate	82 1/2
Gold List, 100 fine, per toad	48
BAR SILVER, per oz.	34 7/16

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital	\$50,000,000
Issued and Fully Paid-up	\$20,000,000
Reserve Funds:—	
Sterling	\$4,500,000
Silver	\$23,500,000
Reserve Liability of Proprietors	\$20,000,000

## Court of Directors:

W. L. PATTERSON, Esq., Chairman	J. A. MUMMER, Esq.
H. P. WHITE, Esq., Deputy Chairman	J. P. WARREN, Esq.
B. D. F. BEITH, Esq.	N. L. WATSON, Esq.
A. H. COMPTON, Esq.	G. M. YOUNG, Esq.
Hon. Mr. F. H. HOLYOAK	
A. O. LANG, Esq.	

## Chief Manager:

A. H. BARLOW, Esq.

Manager: Shanghai—O. E. SMITH, Esq.

## LONDON BANKERS:

WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
Hongkong, 2nd September, 1924. [27]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3 per cent. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.  
A. H. BARLOW, Chief Manager.  
Hongkong, 2nd September, 1924. [28]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

## HEAD OFFICE—LONDON.

Paid-up Capital	£2,000,000
Reserve Fund	£2,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking Business transacted.  
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.  
A. H. FERGUSON, Manager.  
Hongkong, April 8th, 1924. [31]

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 62,500,000
Reserve Fund	Yen 12,800,000

## HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:	
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.	
FORMOSA—Keelung, Kagi, Karsenke, Keelung, Makung, Nanto, Pusan, Shinchiao, Tainan, Tainan, Takow, Tamsui, Tientsin, Aiko.	
CHINA—Shanghai, Hankow, Kiating, Amoy, Foochow, Swatow, Canton.	
OTHERS—Hongkong, Bangkok, Singapore, Bombay, Samarra, Belavia, Bombay, London, New York.	

## LONDON BANKERS:

LONDON COUNTRIES WESTMINSTER AND PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.  
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.  
Z. YAMAMOTO, Manager.  
HONGKONG BRANCH,  
4, Des Voeux Road,  
Hongkong, 28th June, 1924.

QUALITY IS  
OFTEN EXPENSIVE



AND ECONOMY  
CAN BE CARRIED TOO FAR.  
In "Three Castles" CIGARETTES  
THE TWO ARE HAPPILY COMBINED

The advertisement is printed by the Singapore Press, Ltd., 22-24, Malacca Street.

## THE MERCANTILE BANK OF INDIA, LIMITED.

## HEAD OFFICE:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,250,000

BANKERS:  
THE BANK OF ENGLAND  
and  
MIDLAND BANK, LTD.

BRANCHES:  
Bangkok, Calcutta, Canton, Hongkong, Madras, Shanghai, Singapore, Suez, Tientsin, Yokohama.

HONGKONG BRANCH:  
Every description of Banking and Exchange Business transacted.  
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.  
N. C. WILSON, Manager.  
7, Queen's Road Central, Hongkong, February 11th, 1924. [20]

## BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96, Boulevard Haussmann, Paris.

Subscribed Capital	Fr. 75,000,000.00
Paid-up Capital	Fr. 68,400,000.00
Reserve Fund	Fr. 59,667,253.54

BRANCHES:	
Bangkok, Batavia, Canton, Djibouti, Haiphong, Hankow, Harbin, Hongkong, Kobe, Lyons, Manilla, Peking, Saigon, Shanghai, Singapore, Tientsin, Yokohama.	

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange Business transacted.  
A. LECOT, Manager.  
Hongkong, 20th March, 1924. [32]

## THE BANK OF EAST ASIA, LTD.

## HEAD OFFICE:

No. 10, Des Voeux Road Central, HONGKONG.

Established 1916.

Authorized Capital	\$10,000,000.00
Paid-up Capital	\$6,000,000.00
Reserve Fund	\$750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.  
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent.	
For 6 " " " " " "	
For 12 " " " " " "	

"KAN TONG PO," Chief Manager.  
Hongkong, March 15th, 1924. [34]

## INDUSTRIAL AND COMMERCIAL BANK, LTD.

## HEAD OFFICE:

York Building, Chester Road, Hongkong.

BRANCHES:  
Shanghai—31, Kiangsue Road.  
Hankow—British Consulate.

CORRESPONDENTS IN:  
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

## PROMPT SERVICE.

Attractive Rates for all kinds of Deposits Enquiries are welcomed.  
T. H. MAI, Manager.  
1923.

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) Yen 100,000,000

Reserve Fund	Yen 74,500,000
--------------	----------------

## HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS AT:	
Batavia, Bombay, Calcutta, Canton, Hongkong, Kobe, Lyons, Manilla, Peking, Saigon, Shanghai, Singapore, Tientsin, Yokohama.	

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange Business transacted.  
T. NISHIYAMA, Manager.  
Hongkong, 24th July, 1924. [33]

## NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANK.

Established 1924.

Hongkong Branch established 1906.

Authorized Capital	Gulden 100,000,000
Paid-up Capital	" " " " " "
Reserve Fund	" " " " " "
Special Reserves	" " " " " "

Every description of Banking and Exchange business transacted. Loans granted on approved securities.  
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent.	
For 6 " " " " " "	
For 12 " " " " " "	

"KAN TONG PO," Chief Manager.  
Hongkong, March 15th, 1924. [34]

## INDUSTRIAL AND COMMERCIAL BANK, LTD.

## HEAD OFFICE:

York Building, Chester Road, Hongkong.

BRANCHES:  
Shanghai—31, Kiangsue Road.  
Hankow—British Consulate.

CORRESPONDENTS IN:  
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

## PROMPT SERVICE.

Attractive Rates for all kinds of Deposits Enquiries are welcomed.  
T. H. MAI, Manager.  
1923.

## THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up) Yen 100,000,000

Reserve Fund	Yen 74,500,000
--------------	----------------

## HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS AT:	
Batavia, Bombay, Calcutta, Canton, Hongkong, Kobe, Lyons, Manilla, Peking, Saigon, Shanghai, Singapore, Tientsin, Yokohama.	

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co. French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange Business transacted.  
T. NISHIYAMA, Manager.  
Hongkong, 24th July, 1924. [33]

Printed and Published by BRITAIN AUGUSTUS HALL, for the HONGKONG DAILY PRESS, LTD., 11, at Chester Road, Victoria, Hongkong. London Office: 151, Fleet Street, E.C. 4.